"I speak not out of weak surmises, but from proof."

LARD MUST CO.

since COTTOLENE has come to take its place. The satisfaction with which the people have hailed the advent of the New Shortening

Cottolene

evidenced by the rapidly increasing enormous sales is PROOF POSITIVE not only of its great value as a new article of diet but is also sufficient proof of the general desire to be rid of indigestible, unwholesome, unappetizing lard, and of all the ills that lard promotes. Try

Cottolene

at once and waste no time in discovering like thousands of others that you have now

NO USE FOR LARD.

Made only by
N. K. FAIRBANK & CO.,
Wellington and Ann Sts.
MONTREAL.

50 YEARS!

For the Last 50 Years Cough Medicines have been coming in and dying out, but during all this time.....

SHARP'S BALSAM OF HOREHOUND

Never Left the Front Rank for Curing Croup, Coughs and Colds. All Druggists and most Grocerymen sell it. 25 Cents a Bottle.

ARMSTRONG & CO., PROPRIETORS.

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JULY, 1894.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations, which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 12 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited".

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced.

L J TWEEDIE,
Surveyor General

Notice To Debtors.

In the matter of the estate of John A. Babin, upper Pokemouche County of Gloucester:—

All persons having claims against the estate of John A. Babin, insolvent, are hereby requested to render the same duly attested, to the undersigned within three months from date, and all persons indebted to said estate are requested to make immediate payment to

WM. WALSH, Assignee.

Upper Pokemouche N. B. June 26 1894.

HOUSES TO RENT.

Part of the two story double house on Foundry Lane and part of the large two story house on Richibucto Street. For further information apply to JOHN FOTHERINGHAM.

Chatham, Sept. 5, 1894.

30 DAYS ONLY.

ALL GOODS IN THE

GOGGIN BUILDING

will be sold at a small advance on cost.

Carpet Sweepers Less Than Cost $2.25.

GUNS, GUNS

Just received a splended lot of guns in

Breech and Muzzle Loading.

All persons indebted will please call and settle their accounts immediately, and save expenses.

This sale is positive, and done with a view to make up for shortage during my long spell of illness.

J. R. GOGGIN.

Sept. 3rd 1894.

I'M TELLING SQUARE-EDGED TRUTH

WHEN I SAY THAT I HAVE BEEN DEALING AT

W. T. HARRIS', CHATHAM,

for over two years, and I have never had better satisfaction in my life.

He keeps a full line of GROCERIES, BOOTS & SHOES, DRY GOODS READY-MADE CLOTHING, GENTS' FURNISHINGS, FLOUR, MEAL, HAY, OATS, SEED GRAIN, GARDEN SEEDS, &C.

He keeps a large stock of each and sells cheaper than any one else. You try him and you will find what I tell you is no lie.

A CUSTOMER.

TIME TABLE

OF THE

M. S. N. CO'Y.

STR. 'MIRAMICHI'

CAPTAIN GOODFELLOW,

Will leave Chatham every morning (Sundays excepted) on and after Monday 17th Sept 1894.

At 7 A. M. for Newcastle.

Will leave Newcastle for points down river at 7.45 a. m. making the usual calls, going to BEAUBAIR on MONDAYS, and WEDNESDAYS and to RAY DU VIN on TUESDAYS, THURSDAYS, and SATURDAYS.

STR. NELSON,

CAPTAIN DEGRACE,

Will leave Chatham at	Leave Newcastle
9.00 a. m.	10.15 a. m.
11.00 "	12.15 p. m.
2.00 p. m.	3.15 "
5.00 "	6.00 "

SOLAR TIME.

Making the usual calls at Douglastown, Bushville and Beaubair.

W. T. CONNORS, Manager.

Miramichi Advance.

CHATHAM, N. B., - - NOVEMBER 22, 1894.

Board of Trade.

A well-attended meeting of representative citizens of Chatham met in the Cypress Club's cosy rooms on Tuesday evening, to consider the desirability of organizing a Board of Trade. Mr. Roger Flanagan, was elected Chairman and Mr. George Stothart, Secretary.

After discussion, a resolution affirming the desirability of forming a Board of Trade was unanimously passed, and a committee consisting of Messrs. W. S. Loggie, W. B. Snowball, R. A. Murdoch, D. G. Smith and Wm. Wilson, was appointed to obtain necessary information relating to organization, etc. the meeting adjourning to reassemble at the call of the chairman of the committee.

Quite Logical.

The following from the Halifax Herald, which is a very strong party paper, illustrates the absurdity of a certain class of attacks made by partizan papers and individuals of both sides upon their opponents:—

"Those who have followed the course of the New Brunswick Suspension Bridge investigation will remember that Messrs. Retallick and Stackhouse tried to excuse themselves for drawing from the government $2.50 a day for the men and then paying them only $2 a day, by saying that they had an arrangement with Commissioner of Works Ryan, allowing them to "farm" the work in that way. Commissioner Ryan, under oath, emphatically denies the existance of any such an arrangement, and shows that he was deceived by these men. We don't suppose that anyone doubts the truthfulness of Mr. Ryan's statements on this matter. It will be apparent to those who read the evidence that if these men had had a contract of sufficient magnitude, they would have outrivalled Mr. St. Louis' achievements. Making allowance for the difference between the Suspension Bridge repairs and the Curran bridge construction, Mr. Ryan has been just as much deceived and the provincial treasury has been just as much defrauded, in the former case as were Minister Haggart and the Dominion treasury in the latter case. Do the grits want Mr. Ryan and his colleagues jailed, as they have many a time intimated should be done to Mr. Haggart and his colleagues on account of the Curran bridge swindle? And if not, why not?"

We observe that the St. John Sun, Fredericton Gleaner and Moncton Times are endeavoring to make their readers believe that the government had some knowledge of the swindling that was being done by Messrs. Ratallick & Stackhouse—their agents in making the Suspension bridge repairs. Those who have read the testimony, however, will easily understand that with a chief commissioner like Mr. P. G. Ryan, it would not be a very difficult matter for such men as these agents of his to cheat him and, through him, the people of the province. Mr. Ryan's weak spots were his great desire for "economy" and abundant confidence in "knowing it all." He ought not to have expected much in the way of integrity from a $3 a day agent or person managing such a work as the repairs of the St. John Suspension bridge, but he flattered himself that he was "just making great savings"—as he used to put it. The investigation that has been going on for the last two weeks has shown how effectually the wool was pulled over his eyes and the province swindled. The chief lesson to be learned from his management of that particular work is that a chief commissioner may be entirely too "economical" and that the cheapest men are not always the most advantagous to employ.

Neglected Northumberland.

An example of one of the reasons why Northumberland County has been and is so, comparatively, neglected by the Ottawa Government—why we receive only a very small part of the consideration to which we are entitled in the way of public works by which the county may be benefitted and its business interests developed—was furnished by a prominent speaker and public man at the steam ferry meeting at Bartibog School House on Monday evening. He seemed to think that the Neguac wharf, and the promise of another wharf at Burnt Church, proved that any complaint of Dominion government neglect of its duty towards Northumberland was unjust, especially as a new $50,000 Dominion building was being erected at Tracadie. He forgot the Chatham public building, for which we are thankful, although its construction to completion has been and is carried on so very—very—slowly as to compare unfavorably with the usual business methods of the enterprising community which has so long needed the facilities it hoped to have in the new structure.

But while the apologist for the Dominion Government was citing the new lazaretto as something which should be charged against Northumberland's claims, why did he not honestly state that it was one of the two institutions provided for the maintenance of internal quarantine—that it was the Atlantic refuge for lepers, while there was another on the Pacific coast—and that neither had any more claim to be considered as a county institution than has the parliament building at Ottawa or the life saving station on Sable Island. The Shippegan and other breakwaters in Gloucester might equally have been quoted as an offset against Northumberland's claims, although that would have been too suggestive of the shabby treatment accorded to us in the matter of the long-delayed Escuminac Breakwater.

Our object, however, in referring to the subject is not to find fault with anybody or complain, because we know that anyone who dares to disturb the slumbers of those who should be awake in such matters is only to invite their maledictions and stir them up to increased activity in pulling the wool over the eyes of those who are, unfortunately, not as alive to their own interests as they are susceptible to the somnolent influences which seem to have been so potently exercised upon them. If we may not complain, however, it is well that we should not let it go abroad that we are deluded into believing we are justly dealt with. Northumberland with its nearly 26,000 people, is entitled to an annual Dominion cash expenditure of over $40,000 in the construction of public works, such as railways, wharves and public buildings. As the Intercolonial is self-sustaining, railways count only in the matter of new ones. The sum we name as our due does not, moreover, include any portion of what is paid to Customs, Inland Revenue, Post Office, Fishery, Lighthouse or other officials; it is simply for new works, which ought to be constructed annually and maintained. When we all know that we get only a tithe of what is due us under this head, how singular it seems that our own public men should be so easily satisfied as the remarks to which we have referred indicate that the gentleman who made them is. We hope he will not take it amiss that we have ventured to suggest that he is wrong, for it is a public duty to correct false impressions which may be made by ill-advised or ill-informed persons of prominence.

ENGLISH MAILS. The Allan S. S. Mongolian which left Quebec on Sunday was the last mail steamer from the St. Lawrence this season. The direct Canadian mails will go from Halifax hereafter for the winter season on Saturdays, the first boat being the Allan S. S. State of California, to leave on the 24th.

The Oyster Fishery at Bay du Vin.

It will, no doubt, surprise a good many Miramichi people, even, to learn that the oyster fishery of Bay du Vin has, this year, yielded to the men who work with the rakes about $10,000 in hard cash or its equivalent. The oyster beds of other well known places, such as, Malpeque, P. E. I., Buctouche, Caraquet and others are no longer as productive as they used to be, while the supply at Bay du Vin seems to be inexhaustible, and it is but just to the local fishery overseer, Mr. John B. Williston, to say that he looks after this fishery in a very efficient and intelligent manner.

This season, six Quebec schooners have taken away between 4000 and 5000 barrels from Bay du Vin to Quebec and Montreal, and twelve smaller schooners from Buctouche, and Cocagne and two from Caraquet also loaded there. No one can tell how many of the fine "Buctouche," "Malpeque" and "Caraquet" oysters so prized in the restaurants of the big Canadian cities are raked from the Bay du Vin beds.

In the latter part of the season only local men were fishing, but in its earlier days there were a good many from different outside points on the coast. The mode of fishing by these strangers gives them an advantage over the people of the locality in the matter of the tax imposed by the Fisheries department. The license is, under the regulations, issued at $1,00 per boat, instead of at $1,00 or less per rake engaged in fishing. We presume that the boat tax was established because it was the custom of the local fishermen to operate, one man to each boat, but the outsiders come and pay the $1 tax per boat, but each of their boats accommodates from two to three rakes. The Department would, therefore, do well to license each rake or individual fishing, instead of each boat.

The largest local shipper is Mr. C. S. Bremner, who has sent away 1500 or 1600 barrels this season. Mr. John A. Mills has shipped between 600 and 700 and Mr. Bernard Williston over 100 barrels. The price per barrel from the canoes—in bulk, just as the oysters were raked—was at first seventy cents a barrel, but it soon ran to eighty, then to ninety and by 15th September it was $1.00, at which price it has remained ever since.

Hypocrisy.

The Montreal Witness says:—

Mr. Foster has succeeded in borrowing twelve million dollars, and hastened to let everybody know that half the money is to be expended in public works. The open shamelessness of this announcement shows to what magnificent proportions bribery can be carried on in this country.

This paragraph appears to be shameless hypocrisy. The statement made by Mr. Foster was given in the prospectus on which the tenders were called for. The prospectus stated that a part of the money was required for carrying out certain public works, notably the deepening of the St. Lawrence canal system, a work now in progress. The Witness is quite in favor of this work. It has even demanded more expenditure for the benefit of the Montreal port than the government is prepared to make. Mr. Foster has not suggested that any new departure in public works is to be made. He in fact said nothing more than was necessary to explain to the lenders the purpose for which the loan was made. The statement which the Witness considers shameless was merely a recital of the terms of the prospectus.—[Sun.

Russia's Necropolis.

The Cathedral of St. Peter and St. Paul, in which the remains of the late Czar Alexander III., are laid to their rest, was originally built by Peter the Great in 1703, though it has been rebuilt and restored more than once since then. It is often called the Fortress Church, because it stands within the fortress which was built on the island by Peter of Petersburgsky. Beneath the pavement are great vaults, in which all the Russian sovereigns since the foundation of St. Petersburg lie buried with the exception of Peter II., who died at Moscow and was interred there. Overhead in the church magnificent monuments mark the sites of the graves. The interior of the church is covered with banners and other military trophies captured in the various wars waged by Russia against the Swedes, Poles, Turks, Persians and French.

Externally, the most remarkable feature of the building, which is an oblong structure 210 feet long by 100 broad, is the slender and elegant pyramidal spire springing from the four cornered belfry at the western end. The summit of the cross, which surmounts it, is 371 feet above the ground level. In the gilding of the spire twenty-two pounds weight of pure gold are said to have been employed.

The fortress, which contains the mint as well as the cathedral, is now used as a State prison. The remainder of the island is meanly built and is the refuge of the poorer officials and the better class of workingmen. Its northern part, separated from the main island by a narrow channel, bears the name of Apothecaries' Island, and is occupied by a botanical garden of great scientific value and by fine private grounds and parks:

A Big Stone.

The Moncton Times undertook, the other day, to inform its readers "just how the body of a dead ruler of Russia is placed in its last resting place," and it said:—

"The grave will be finally closed by a monolithic slab weighing 6,000,000 pounds, which slab will be cemented into the cathedral pavement."

We are a little puzzled over the Times' statement, although entirely accustomed to its exaggerations. A slab of the weight named, is of course not too big a thing for the Times to handle, or to find accommodation in that extraordinary little paper, but while we also admit the great strength of the Russians, recognise the tremendous mechanical forces developed by modern science, and are aware of the vastness of European cathedrals, we fail to grasp the idea of any number of persons or combination of available forces capable of lifting a slab weighing 3,000 tons, or any cathedral built of sufficient area, or depth to receive such a monolith—to say nothing of the impossibility of quarrying it. If the slab were marble one foot in thickness it would be equal to 188 feet square; if it were 5 feet thick it would be equal to 84 feet square; if 10 feet thick equal to 59 feet square. Perhaps the Times will either admit that it was romancing about the big monolithic slab, or go further into the subject and describe how it was quarried, dressed, transported to the cathedral and handled so as to place it in position. When it does that the capstone of the pyramid of Cheops may cease to be a wonder.

News and Notes.

The marriage of the new Czar Nicholas to Princess Alix of Hesse has been fixed to take place to-day, November 22.

United States troops, with Gatlings, were, last week, guarding railroad and steamship property at New Orleans, where the whites refused to allow colored cotton screwmen to work.

A special cable from London says the agitation against the House of Lords is making great headway with the people of Great Britain, and that the Government will place the veto resolution in the front of its programme for next session.

To build a railway from Quebec westerly to Norway House, thence across the Rocky Mountains to the Pacific coast, with a branch from a point west of Lake Winnipeg to Hudson Bay, is the gigantic scheme of a company now seeking incorporation.

It has been definitely arranged that the Liberal campaign in the maritime provinces will be opened by the Hon. L. H. Davies on Monday, next, November 26th. He and other speakers will address a mass meeting in the Opera House, Moncton, that night. The Westmorland county convention will be held in the afternoon.

I am reminded by an old newspaper cutting that a few years ago the Emperor of China, being much disturbed in his rest by the "barbaric yawp" and other goings on of the Chinese "Arry," issued an edict making it punishable by death for anyone to cause a row near his palace, either with musical instruments or firecrackers, or by quarrelling and fighting." I hope the Japanese will bear this in mind.—London Figaro.

"This," said the enterprising contributor, "is a map illustrating certain phases of the Chinese-Japanese war." "We never touch upon such matters," said the editor; "this is a fashion paper." "Good!" cried the enterprising contributor. That being so, you can use this map for a pattern. Cutting up here along the Corean boundary, and running down here and ending up at Pekin, will give you the finest pattern for a winter dolman, suited for a women of 40, you ever saw."—Harper's Bazar.

The large cement works erected at Vancouver by the Canadian Pacific Railway have started operations. They have a capacity of 600 barrels per week, and turn out cement equal to the best imported. All necessary ingredients are obtained in the province, limestone being procured from Texada Island and clay from Wharnock. The concern is under the management of S. Warsap, late assistant superintendent of Francis' Sons & Company London, England.

The half yearly statement of the Bank of Montreal, to October 31st, was issued on Wednesday of last week. The balance of profits and loss for the half year to April 30, 1894, was $804,715. Profits for half year to October 31, after deducting charges of management and making full provision for all bad and doubtful debts, is $304,862.10. A dividend of five per cent is declared, which amounts to $600,000. The balance of profit and loss carried forward, therefore, is $909,577.43.

An Ottawa despatch of 15th says:—The suit of clothes which the hangman of the murderer of D'Arcy McGee wore at the execution, was discovered at the Court House here Tuesday, when some cleaning up was underway. The execution took place in 1868, but it was not known who the hangman of Patrick Whalen was. The sheriff and gaoler of that time knew, but both are now dead. They appear to have kept the secret. The clothes are of a cheap loose fitting character. In the bundle was also the black cap which covered the face and head of the murderer on the scaffold. A toque which the hangman wore was also in the parcel."

Reports of 15th from the forest fire districts in Tennessee show that while the loss to property is not great considering the extent of the territory covered, the loss of life exceeds expectations. Within fifteen miles of Memphis three lives had been lost by the fires during the two preceding days and there were rumors of a fearful burning in Arkansas where five lives were lost. The remains of the five human beings were found, flesh and clothing all burned off, in the St. Francis bottom, all within a quarter of a mile of each other.

The Dominion government is attacked in some quarters because of the purchase of rails for the Intercolonial and P. E. Island railways from Belgian makers. Steel rails are not made in Canada and the government simply followed the usual course of awarding the contract to the lowest responsible tenderers, who happened in this case to be representing makers in Belgium.

A special to the Chicago Tribune from Denver says: Governor Waite received a dressing down in his executive chambers Saturday from conservative men of his party. Nearly all the candidates on the Populist state ticket were present. Each one in turn assailed the governor. Each man declared himself a true believer in the party principles, and said henceforth he wanted to hear no more from the man for whom they sacrificed life. Pence, Congressman from the first district, was the principal speaker. He denounced the governor and following in unmeasured terms, telling him to get himself off into the wilderness as soon as possible after January 1 and there bury himself from the sight of men. "We want no more long-haired wild-eyed anarchists and socialists in the party," he exclaimed with warmth. "The quicker you and your office-grabbing friends take yourselves away the better you will be liked." The conservatives were so forcible Waite was speechless. Following this conference it was decided to abandon all Sunday political meetings, which have caused so much scandal and incurred the enmity of churchmen, and organize on a basis of good government.

China and Japan.

LONDON, Nov. 17.—The Morning Post has this despatch from Shanghai; "The viceroy of the province of Sechuen has been arrested, charged with murdering a Tartar general in command of provincial troops. His object was to hide his peculations. Generals Yeh and Nieh have been stripped of their titles of rank and decorations in consequence of their discreditable failure in the battle of Ping Yang."

The Central News correspondent at Shanghai telegraphs that the Chinese fleet, fully armed and equipped, put to sea on Monday. The Japanese warship Yoshiono was sighted cruising off Wei Hoon Sunday. Two more Chinese merchant steamers have been placed under protection of the German flag and one under the flag of Great Britain.

DANVERS, Mass., Nov. 17.—A private letter has been received here from Rev. Charles E. Ewing, missionary in China, dated Oct. 3. The letter states that the Japanese are full of enthusiasm, while the Chinese know little and care less about the war. It is reported that the prisoners are so well treated by the Japanese that the Chinese soldiers are not especially loath to surrender. The Japanese troops are so well organized and the Chinese so much like a mob that there is no reasonable doubt as to the outcome of the war.

LONDON, Nov. 17.—A despatch from Yokohama to the Pall Mall Gazette says a large number of sick and wounded Japanese soldiers are arriving at Ujina. The last of the class of conscripts who attained military age within the year 1894 are joining their respective corps.

The Sunday Newspaper Discussed.

BOSTON, Nov. 14.—The Sunday Newspaper was the topic which engaged the attention of a large attendance at the session of the Episcopal Church congress at Music hall this evening. The subject was admirably discussed, pro and con. Bishop Lawrence presided and fine music was rendered by a combined boy choir, representing the various churches of the city.

Rev. Robert A. Holland, D. D., of St. Louis, Mo., said in substance that Sunday newspapers were as diverse as their number and no word that characterized one would exactly describe another. In a masterly manner he showed how the newspaper of the present day was a searchlight, thrown into every hiding place. Its condemnation turns crowns to death caps. Many a rich scamp fears its who does not fear the civil laws. Shall the world's consciousness sleep then, or be more than ever awake? For myself, I must hold Sunday to be in truth to its name, a day of the sun, and that observance of it to be of the holiest, which is most sunny, most alive with light. The Sunday newspaper without detaining the few who seek the highest heaven, saves millions of poor souls from listless stupor or ignorant pastimes, by drawing their interest in the world's daily life to an ampler reading than their work days permit. It is their one book, their sole library, their museum and and their art gallery.

The remarks of Rev. C. George Currie, D. D., of Baltimore, Md., who followed were of rather a diverse nature as to the newspaper. He said: "The Sunday paper occupies us exclusively with other days' interests. It throws open the stores for us and puts us in the midst of the markets and takes us frequently in column after column through scenes of horror and sin. By the time we have finished it has soaked the imagination through and through with the selfishness of the human struggle, if not with the filth of human wickedness.

It is hard to see how people can justify the immediate prefacing of their prayers and the holy communion by partaking sacramentally an hour before of the world, the flesh and the devil, through the columns of the Sunday press. It is not bigotry or narrow-mindedness that objects to the Sunday press; it is deep profound compassion for the weary burden bearers, whose chief opportunity for obtaining hope and courage is thus selfishly taken from them."

Rev. H. P. Nichols of Minneapolis, Minn., championed the cause of the Sunday newspapers in an able manner.

Rev. W. Kirkus, D. D., of Jersey City, N. J., was the closing speaker, and in a humorous manner criticized the speakers who had spoken against the Sunday newspaper.

Talk About Church Unity.

ST JOHN, November 14.—The evangelical congress in Rev. Mr. DeSoyers church, closed this afternoon. The discussion on church union was decidedly interesting. A paper by Principal Sheraton, Episcopal, opened the discussion. He strongly deprecated ritualism and sacerdotalism in the English church, which he regarded as the great obstacle to union. Mr. Sheraton thought the recent Toronto conference went about the discussion wrong end first. The proper order was recognition of other churches, then co-operation, then federation, then organic episcopal union,

Rev. Mr. Hamlyn, Charlottetown, read a brief paper, in which he said that he felt nearer to the Christians in some other churches than to the ritualists in his own.

Dr. MacRae, Presbyterian, analysed the relations of the various churches to each other. He showed that Presbyterians could unite with churchmen without much change in the ecclesiastical system or ritual of either church.

Rev. Mr. Pailsey, Methodist, found himself heartly in accord generally with evangelical churchmen but did not see the practicability of union with a church now apparently divided against itself, nor could union be thought of on the basis of reordination. He could take the hand of the Presbyterian church now, perhaps with the Church of England later.

Rev. Mr. Gordon, Baptist, dwelt upon the distinctive features of his church, and contended that the preliminary to union was to clear away all creeds and systems from the mind and all go back together to the teaching of our Lord and his parting injunction to the apostles.

Rev. Mr. DeSoyers, episcopal, the chairman, in summing up, said he was willing to accept all John Wesley's books, and was ready to immerse any candidate desiring it. He suggested that the time was coming when Christianity would be divided into only two bodies, sacredotal and evangelical, the former including Catholics and high churchmen and the latter being a protestant coalition.

Ferry meeting at mouth of Bartibogue.

There was a fair gathering of representative residents of Lower Newcastle and the extreme upper section of Alnwick at the school house near the eastern end of the bridge at the mouth of Bartibogue River on Monday evening last, notwithstanding the unpleasantness of the weather. The meeting was in response to special invitations issued to representatives of the County in the Dominion and local parliaments, and other prominent citizens and also publicly in the local papers as follows:—

All persons interested in the proposed steam ferry between Black Brook and the opposite side of the river, and in having telephone communication between Chatham and Alnwick, will please attend a meeting at the school house, near Bartibogue bridge, on Monday, 19th November, at 6 p. m.

There were also present Hon. L. J. Tweedie, M. P. P., Hon. J. P. Burchill, M. P. P., John O'Brien, Esq., M. P. P. Mr. John Blake and Mr. J. H. S. Babkirk of Black Brook and several others from the parish of Chatham.

Mr. James Burchill was elected chairman, and after he had stated the object of the meeting he asked for an expression of the views of those present on the subject of the proposed ferry.

Nobody, however, seemed to be prepared to say anything pending the arrival of Mr. John Blake, Mr. Babkirk and some other gentlemen from Black Brook.

Mr. Blake was asked by the chairman to speak and after he had enquired of the chairman as to the object of the meeting and been informed thereof he said they required a ferry from the railway terminus at Black Brook to the opposite side of the river to accommodate the people of the eastern section of the county, which had been neglected by both the local and Dominion governments, while other sections had been assisted. They had the members of the local legislature here and Mr. Tweedie, the Surveyor-General, who had engineers at his command and if the people were to select a site for the ferry wharves, the engineers could tell the government what it would cost to establish the ferry, and this meeting's object was to appoint a committee from both sides of the river to select the site of the wharf and he would like to have Supervisor Innis give his views of the matter.

Supervisor Innis smiled and said he was not yet prepared to make a speech.

After the meeting had relapsed into silence for about five minutes, Mr. Blake movedthat this meeting is in favor of a steam ferry.

This motion was unanimously carried.

Hon. Mr. Tweedie said he knew that such a motion as that would pass. [Laughter.]

It was then moved that Hon. Mr. Tweedie give his opinion of the subject and Mr. Tweedie said the meeting had forestalled him and left little opportunity for the expression of his views, by passing the resolution just voted on. The question the meeting seemed to be called upon to consider was a practical one that should be approached in a practical way. The people of Lower Newcastle and Black Brook were said to require a steam ferry, and he presumed they wanted aid from the local and Dominion governments in order to establish and maintain it. It was reasonable to expect them to be prepared to place facts and figures before the government—and he spoke for the local government only—which would enable it to determine on the merits of their proposition. Why did they want a ferry? What was the prospect of their being able to establish one on a paying basis? Were the promoters of the scheme prepared to show that the establishment of the proposed new steam ferry was a feasible undertaking? It must be remembered that the government, when it assisted railways, steamboat enterprises and similar public enterprises was met with the charge of extravagance by its opponents, and yet it would be found that the very men who made or countenanced such charges were among the foremost to insist on expenditures for the services named. It was therefore to be expected that the government—if it were to be asked to aid the proposed new steam ferry on the Miramichi—should be furnished with facts and reasons for the expenditure that would be involved, by which it might justify the granting thereof. That, he assumed, would be admitted as a reasonable proposition.

The country must progress, as all would admit. Who would have believed, twenty years ago, that there would now be railway and telephonic communication between Black Brook and other centres of trade in the County? We have these facilities, however, and they are only evidences of the progress of the times. The business centres and relative conditions are constantly changing. New and larger interests are developed everywhere, and examples of the fact are found in our own County at Boiestown, Doaktown, Blackville and Black Brook where the conditions of business are greatly changed, chiefly by reason of the improved facilities afforded by the Canada Eastern Railway. We hear of complaints by Newcastle that trade has [illegible] from it by the Canada Eastern Railway, and there is, doubtless, some truth in it, but it is the legitimate outcome of the country's developement and we cannot expect enterprise and progress in the new centres to be prevented because some of the old may suffer. Each must take care of itself.

Coming to the question of the proposed new steam ferry Mr. Tweedie referred to the importance of Black Brook as the centre of a large business in fish and other products, which, however, was largely carried on in winter when the ice rendered all ferries unnecessary. He presumed that the promoters of the proposition for the new ferry and of this meeting expected a subsidy for it by the local government. But before they would be in a position to receive such aid much would have to be done. It must be remembered that there was a steam ferry now at Chatham and another at Newcastle, both of which were subsidized by the local government because they were not sufficiently supported by the public to be maintained without that aid. It would be necessary for the promoters to show the government, when applying to it for a subsidy for the Black Brook ferry, what the traffic was from which they expected to derive an income sufficient to justify them in embarking in the enterprise. It was easy for a lot of men to meet together and say they wanted a ferry, but that was merely talk, and he might observe that there were a good many men who were fond of talking, while they did little else. He had heard a good deal of talk in connection with the railway from Chatham to Black Brook and about what this one and that one had done in securing it last spring or summer, but long before anybody else had either talked of that line being built, or made even a request that aid might be provided for it, he and the other representatives of the County had caused a subsidy to be provided for it. That was in 1891. Not only so, but, at the same time they had a similiar provision made for twenty miles of railway on the north side of the river from Newcastle down through Alnwick towards Tracadie. They intended that as only a beginning of that road. They also thought of Nelson and had a subsidy provided for that line and also for a line to Redbank. It was, therefore not correct for Mr. Blake to intimate that the government had neglected the eastern portion of the County. Did they not provide a yearly subsidy of $1,000 for steamboat accommodation for the eastern section of the County on both sides of the river? It was through the prompt action of the local government that the building of the Black Brook railway, and also the loup line to Nelson, were secured, during the past summer, and never in the history of the province were nine miles of railway so quickly built. It cannot, therefore be truly said that the local government had, in any way neglected any section of the County, and he might say that it was a matter of common objection at Fredericton that Northumberland was getting everything. That was not true however, although so long as he and his colleagues represented the County they proposed to have justice done to it.

As he had said, it would be necessary for the promoters of this proposed new steam ferry to show the government that it was a businesslike undertaking—that there would be traffic to support it. He would ask, Can you provide a steamer and run it so as to pay, with a $300 subsidy, which is what the other steam ferries get?

Mr. David Johnston:—No! we can't do it.

Mr. Tweedie: Can you expect more? You will hardly do so. Who is going to build the boat? It must be as good as that at Chatham, if not better. Is there a company formed to take hold of the matter? It can't be done on talk—on wind. After telling the story of the old darkey who was caught one night in a thunder storm and prayed to the Lord for less noise and more light, he said what would be required before the new ferry scheme was in practical shape was less wind and more light as to the prospects of the ferry being made to pay. Suppose he were to say, in behalf of the government, that they would give a subsidy of $500, where were they even then? Had they a wharf for landing at or wharves? If not, how were they to get them? Did they expect the local government to build these also? It was true that lately, because of the Dominion government not giving the County what was its due in works of this kind, the local government had supplied the omission in some measure, but that could not always be done, because the revenue of the province was not sufficiently large. He need hardly say more to show that it was necessary, if the new steam ferry was to be secured, that information such as he had suggested was necessary before the government could move in the matter. For himself and colleagues he would say that they were ready to do their part to help the people of this and all other sections of the County to obtain improved facilities for their business, just as soon as the people themselves did their part in giving them the necessary information and guarantees to work upon. As representatives they had always received fair treatment from the people of Lower Newcastle and upper Alnwick although they had not been able, heretofore, to visit and address them, the reason being that, at election times, owing to the great extent of the county, they found that they had to deny themselves the privilege of visiting many places where they would like to see the people and learn their wants. He could, he believed, truthfully claim, however, that although his colleagues and himself could not visit them on those occasions, they had by no means forgotton them or neglected their interests, as the attention given to their roads and bridges and other wants fully attested. He was glad to attend this meeting and see so many of the people of the locality at it and felt that in the matter of the proposed ferry, as well as in all others, they would be able to say that their local representatives had always treated them fairly and well. [Applause.]

Mr John Blake: If I understand it right, this meeting is called to appoint a committee to select a site for the ferry wharf. This thing, he said, had been figured on for the last three weeks and they wanted a committee of five, six, or seven appointed and then they would show that certain parties were ready to provide the boat. They wanted wharves on both sides of the river and intended to ask the Dominion Government to build them.

Mr. David Johnston here asked Mr. Blake where those who had been arranging the matter proposed to locate the wharves or landings?

Mr. Blake replied that that would be for the committee to say. He could give the information, but would not, just then.

Mr. Johnston said it would hardly do to leave the selection to any five or six men, as the people of the respective sides of the river should choose the sites.

Mr. Blake, after referring to the poor outlook the Chatham steamer ferry had when it was first established, [illegible] that Chatham had, [illegible] proceeded to charge Black Brook railway [illegible] opposed to the same with this [illegible], and said it was the [illegible] ferry proposition. When he went around with the railway petition [illegible] Snowball's office would sign it, [illegible]

Mr. Tweedie said he was in a [illegible] position, he thought, to know the feeling in Chatham in such matters as this, but he had failed to discover the opposition to the Black Brook railway that Mr. Blake professed to have met. It might be because of objections to the man who went around with the petition [laughter] and, he might say, he had heard no word of opposition to the proposed Black Brook ferry in Chatham. Mr. Blake did not seem to grasp the idea that Mr. Snowball had desired to build a railway to run from Black Brook to Nelson by way of the shore route through Chatham and that there was rivalry between Mr. Snowball and Mr. Gibson as to which of them should furnish Black Brook with a railway. Mr. Blake might see, in this, evidence that all parties favored the railway to Black Brook and that Mr. Snowball's employees, in refusing to sign his petition, were in favor of Mr. Snowball's scheme rather than Mr. Gibson's. He might say that Mr. Snowball asked the government to support his scheme for giving Black Brook and Nelson a railway, but they felt Mr. Gibson was the party most entitled to be heard. they stipulated that he should build the Nelson line as well as that to Black Brook. He thought it was unwise on Mr. Blake's part to bring up these imaginary features of opposition, or even if a few persons in Chatham opposed the railway or ferry, to infer that they in any material degree represented the community. Chatham was too broad for that and such imputations were uncalled for and injudicious.

Hon. J. P. Burchill, M. P. P., being asked to address the meeting, said Mr. Tweedie had so well covered all the ground that it would not be necessary for him to speak at any great length. He explained the reasons why he and his colleagues in the legislature had not had opportunity to meet heretofore with the people of this locality and said it was always an advantage to their interests for those represented to meet with and confer with their representatives. Candidates for the legislature were often thought to be seeking the promotion of their own interests, which was an erroneous idea, for he believed the present representatives of

(Continued on 3rd Page.)

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Shanty, Camp and Boat Stove.

[From Miramichi Advance of Oct 11.]

Mr. George Marquis of Chatham will be looked upon as a benefactor of small fishermen, sportsmen and others who may have the good fortune to procure stoves of the new pattern designed by him, the first sample of which was put together at his well known shop at Chatham on Tuesday afternoon and shipped yesterday to Neguac. It is to be used in a moose-shooter's camp at Tabusintac and for that purpose as well as for heating and cooking in small-fisherman's shanties it is just the thing. It is about 20 inches long, 14 inches from front to back and the same from bottom to top. The bottom, top, door and dampers, etc are of cast iron and the sides and ends are composed of a sheet of 16 gauge sheet steel. It will hold nearly twice as much wood as a star stove while owing to a new and peculiar form adopted in the bottom, it will burn either a small or large quantity of fuel, as may be desired. It may also be fitted to burn coal. There is a draft for forcing the fire and a damper for lessening the heat at will. The top has two pot-holes and these may, by the removal of the dividing centre-piece, which is of the usual form, be converted into an oblong hole for a big boiler or oblong pan. Altogether, the new shanty-stove seems to meet a requirement that is more than local, and the cost, $5, places it within almost everbody's ability to buy. Mr Marquis has just begun to fill orders, and it will be well for those who intend to fish smelts during the coming winter, as well as sportsmen and gunners who want to be comfortable and, at the same time, have a stove on which they can do quite a range of cooking to place their orders with him, as early as possible.

Notice of Loss of Debenture.

Public notice is hereby given to all whom it may concern, and also to all whom the same may be presented for sale or negotiation, or for payment of the interest due thereon, that a certain school debenture signed by John E. O'Brien, Alexander R Doucet and Peter Elhaton as Trustees of school district number two (2) of the Parish of Bathurst, in the County of Gloucester in the Province of New Brunswick, payable to John McKenna of Bathurst aforesaid, builder, and endorsed by the said John McKenna, was lost or was otherwise taken out of the possession of Nicholas Good, the holder of the same in or about the month of June A. D. 1893

The said debenture was conditioned for the payment of the sum of six hundred and sixty dollars of which one hundred and ten dollars have been paid and interest upon same has been paid up to 1st day of June A. D. 1893.

All persons are, therefore, hereby cautioned against purchasing the said debenture or negotiating the same in any way, and the trustees of school district number two, Bathurst, are also hereby notified not to pay to any person whatsoever, except the subscriber, any moneys either principal or interest, without written authority from me being first had and obtained.

Dated Clifton