General Business.

WORTH A GUINEA A BOTTLE,

SHARP'S BALSAM OF HOREHOUND FOR CROUP, COUGHS & COLDS.

50 - YEARS - IN - USE.

PRICE 25 CENTS.

ARMSTRONG & CO., PROPRIETORS. ST. JOHN, N. B.

C. WARMUNDE

IS OFFERING

SPECIAL BARGAINS

—IN—

WATCHES, CLOCKS, JEWELLRY, Silverware & Novelties.

during the summer. All new goods. Give him a call.

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

WARMUNDE, EXPERIENCED WATCHMAKER. Fallen Corner, Chatham, N. B.

W. T. HARRIS

has just received a lot of

FANCY TABLE MOLASSES TRY IT.

STOP IT QUICK!

Why suffer with Cholera, Dysentery, Diarrohea, Cramps and all such

Summer Complaints

When you can stop it quick by using

PENDLETON'S PANACEA ?

Halifax N. S. Aug. 1895.

Proprs. of Pendleton's Panacea,

DEAR SIR:—

I wish to give you a few words in praise of your Panacea. I was a victim of Cholera for some two or three weeks, during which time I consulted different doctors, and tried different patents, but seemed to get no relief, until I commenced using Pendleton's Panacea, which very shortly cured my complaint. Trusting this will be a service to you.

Yours sincerely W. E. ROOD.

Ask for Pendleton's. Take no other.

PRICE 25CTS.

MURDOCH'S NEW CARPET AND HOUSE FURNISHING DEPARTMENT.

The best in 5 frame Brussels Carpet at 85c to $1.75c
The finest Tapestry at 30c to 60c
The Heaviest Wools at 65c to 1,10c
The Best Made Unions at 30c to 75c
The newest in Dutch Carpet at 30c to 30c
" " Hemp Carpet at 12c to 25c
Floor Oil Cloth in Handsome Patterns and 4-4 5-4 6-4 and 10-4 at 20c to 45c per sq. yd.
Lace Curtains at 75c to $5.00 per pair.
Top Floor Net Curtains (the latest) $1.75 to $10.00 per pair.
Fancy Muslin Curtains.
Curtain Lace, 15c per yd, and upwards. Paper Blinds, Curtain Poles, Counterpanes, Table Covers and a complete line of New House Furnishings,

PIERCE BLOCK, CHATHAM, N. B.

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Leave	Loggieville	6.00 a.m.
"	Chatham	6.12 a.m.
"	Chatham Jc.	6.45 a.m.
"	Doaktown	8.50 a.m.
"	Boiestown	9.35 a.m.
"	Cross Creek	10.47 a.m.
Arrive	Fredericton	12.15 p.m.
Leave	"	4.20 p.m.
Arrive	Bangor	11.10 p.m.
"	Portland	3.50 a.m.
"	Boston	7.25 a.m.

Pullman Sleeper runs through from Fredericton Junction to Boston.

INSURANCE.

The Insurance business heretofore carried on by the late Thomas F. Gillespie, deceased is continued by the undersigned who represents the following Companies:—

SCOTTISH UNION AND NATIONAL,
ALIOR IMPERIAL,
LONDON, & LANCASHIRE,
LANCASHIRE,
ÆTNA,
HARTFORD,
NORWICH UNION
ALLIANCE,
PHŒNIX OF LONDON,
MANCHESTER.

FRANCES A. GILLESPIE

Chatham, 29th Nov. 1895.

ADMINISTRATORS' NOTICE.

All persons having claims against the estate of Sarah Wells late of Chatham, Milliner, deceased, are required to file the same duly attested with the undersigned, and all persons indebted to the said estate are required to make immediate payment to

JAMES F. CONNORS, Chatham.
Agent for
JAMES D. MURPHY, MARY CURRAN, } Administrators.
Chatham, 20th August, 1896.

C. S. BREMNER

Agent for F. S. MacNutt & Co.,

Agricultural Machinery and Implements of all Kinds,

Hardwick Village, Bay du Vin

Call and examine my stock and get prices and terms, which are as good as the best.

INTERCOLONIAL RAILWAY

On and after Monday the 7th September, 1896, the trains of this railway will run daily (Sunday excepted) as follows:

WILL LEAVE CHATHAM JUNCTION.

Through express for St. John, Halifax and Pictou, (Monday excepted)	4.15
Through express for Quebec and Montreal,	22.29
Accommodation for Moncton	17.05
Accommodation for Campbellton,	14.35

ALL TRAINS ARE RUN BY EASTERN STANDARD TIME.

D. POTTINGER, General Manager

Railway Office, Moncton N. B. 3rd September, 1896

Miramichi Advance.

CHATHAM, N. B., - NOVEMBER 19, 1896.

Resignation.

We are glad to observe that a spirit of resignation has come over the "Herald," and that instead of clamoring for appointments for its friends, it is giving reasons why they should not be made. This is commendable, and sounds very much better than its former petulant and complaining articles, to say nothing of the unkind and disloyal remarks indulged in around town by its various writers against Messrs. Laurier, Blair and all others who were supposed to be purposely witholding the desired plums from its waiting aspirants. We knew that with the failure of their philosophy, instinct would come to their aid.

The B. and V. Railway.

The Northern Enterprise, after quoting the ADVANCE's recent reference to the affairs of the Restigouche and Victoria Colonization Railway, says:—

"We have kept silent on this master in the past because loth to believe that the undertaking would not go forward at once, but there now remains little doubt that the present company does not mean business and we are unwillingly forced to the conclusion that Mr. Bosselly, the president, did a lot of "talking through his hat." He claimed when he first came here that he had $50,000 in the bank to cover the cost of survey, and now he fails to meet bills to the paltry amount of $4,000. Board bills, wages, supplies, all remain unpaid, and Mr. Boselly's fair promises of a few months ago have become a laughing-stock. This corner of the fair dominion seems to be the natural feeding ground of the railway boodler. With two such promising schemes on hand as the completion of the B. C. R. and the construction of the R. & V. Railway we are doomed to continued disappointments, while some financier (?) or promoter feathers his nest at the expense of the government or the public."

New York Swindlers who Wanted to Operate upon a Miramichi Concern.

The wisdom of being exceedingly cautious in business transactions with strangers is well illustrated by an experience Hon. J. B. Snowball had last summer in disposing of a cargo of laths ordered by a New York concern, which, although it has swindled firms nearer home out of hundreds of thousands did not succeed in getting the better of the Chatham merchant.

On the 8th of June last Mr. Snowball received a letter from Mr. "John Lawrence," of 11 Park Row, New York "Wholesale and Commission Lumber." It was type-written on a pretentious looking letter sheet and read as follows:—

"I have an opportunity to place an order for about two million feet of spruce timber and a full cargo of laths with a good New York house at a reasonable figure for shipment within 45 days.

The sizes are regular but contain a per centage of 10" and 12", 25 and 26 feet, but it would not be called a hard bill. Kindly advise if you are in a position to accept such an order and time conditions. Make your price to include 5% commission to me. Yours Very Truly,

Dictated. JOHN LAWRENCE.

Mr. Snowball had the Schr. "Ravola" here at the time, so he wrote Mr. Lawrence that he could send a cargo of laths to him by her and quoted a price. Mr. Lawrence seemed quite satisfied and instructed him to ship the cargo as soon as possible to Messrs. J. H. Baker & Co., No. 14 South Street, New York City, Lumber Exporters, and make draft at ninety days for amount of invoice, less freight when vessel was loaded. Lawrence also said:

"This firm, (J. H. Baker & Co.) lately succeeded to the business formerly conducted by Doherty Bros. & Co., who had a rating of $75,000 to $100,000. When Mr. Baker came into the firm recently he brought with him a good sized bank account with which to carry on the export business and they are good people for you to get in with. If you ship them very much stuff, will put you in communication with a firm of brokers here who stand ready to buy their paper" Yours Very Truly

JOHN LAWRENCE.

This is the spruce schdule,
Can you make a price on it?
10¼ 8x13; 10¼ 8x10; 10¼ 4x6; 10¼ 2x8. 10¼ 2x3; 10¼ 4x3; 10¼ 6x6; 10¼ 8x8.

All this looked quite businesslike, and Mr. Snowball shipped the cargo of laths, but instead of consigning it to J. H. Baker & Co., he sent it to his own order and forwarded the papers to his New York agents, Messrs. Simpson, Clapp & Co., ship brokers and commission merchants of Water Street, New York, instructing them to look into the matter before surrendering the cargo. This firm did not think it prudent to take the drafts of Messrs. J. H. Baker & Co. and the whole matter appeared so unsatisfactory to them that they sold the cargo to other parties and remitted the proceeds to Mr. Snowball, less expenses.

On 9th inst. Mr. Snowball received a letter from Messrs. Simpson, Clapp & Co. reminding him of the transaction, and also sending him a copy of the New York Herald of that date in which Messrs. J. H. Baker & Co. appeared in a rather startling light, especially to those who held their paper. We also observe that the press despatches give the story of the concern and its associates, showing that they comprised one of the greatest gangs of swindlers ever exposed in the country, and that their nefarious operations have reached millions. A New York despatch of 10th says:—

The District Attorney's office has been investigating for several days the workings of a gang of forgers who have swindled a number of banks in this city. William E. Valentine has been under arrest in Brooklyn for some time for giving May Wingate, his young mistress, worthless cheques to pass. There seems to be no doubt that Valentine is one of a gang which has operated extensively in worthless paper, and which has done a general swindling business, and the operations were revealed by the attempt made by the girl Wingate to commit suicide when arrested for attempting to dispose of the forged cheques. The girl confessed and made it clear that the syndicate of swindlers resorted to several different methods of raising money, and they were successful in many places far distant from this city. One method was to get connections with firms having good commercial rating and forge notes for large sums in the names of the firms. Such notes, representing many thousands of dollars, were negotiated. Another method was to make use of small bank accounts, overdraw the accounts by thousands of dollars, and then disappear before the cheque could be presented at the banks. Another method was to trade on the credit of well-known banking firms. Although the exact sum is not at present known it is thought that the swindlers obtained nearly $2,000,000 through their operations. It is understood that Wm. E. Valentine was to-day indicted by the Grand Jury in Brooklyn, and that the chief witness against him was May Wingate. District Attorney Backus of Brooklyn would neither affirm nor deny the report that an indictment had been secured. The man will be arraigned before Justice Hurd in the County Court to-morrow.

It is said by the police of Hoboken that Valentine was at the head of a fraudulent concern which cleared large sums in that city a year or two ago. The firm opened an office in the Second National Bank building in Hoboken and began soliciting lumber invoices from all parts of the country. The shipments received were sold at whatever they would bring. A fictitious credit was established by means of fraudulent rating with a commercial agency, and large amounts of the firm's paper were discounted in Boston and other cities at large rates. This led to an examination of the company's financial status, and it was found that it did business on a credit basis almost entirely. Meanwhile, many of its notes went to protest, and the authorities of half a dozen cities reported the facts to Chief Donovan. He began an inquiry into the methods of the firm, and was referred to the Second National Bank. Valentine, it is said, had secured the confidence of the officials of the bank, and was negotiating with them for a big loan. He had displayed a big roll of gilt-edged securities as collateral, which were said to have amounted to $150,000, and were afterwards suspected to be forged papers.

A number of men at present under arrest charged with various kinds of swindling, are said to be members of Valentine's gang. They are "Big Ed," Rice, a criminal with a record a yard long, who was arrested in this city some time ago for stealing a woman's pocketbook on a horse car; C. H. McLaughlin, who was indicted early in the summer for passing forged cheques, and who is out on bail; Isaac Helden Lemier, who forged a cheque and passed it on Hyde & Lehman, the Brooklyn theatrical men; Polindale Smith, also under arrest for forgery; a man named Knowles and one White. Valentine and Charles H. Abbott, junior member of the firm of J. H. Baker & Co., forwarding agents, of 14 South street, it is said, managed the affairs of the gang in an office at 20 Pine street, this city. Abbott disappeared in July, when McLaughlin was indicted. It is said that he has ruined his partner, Mr. Baker, by signing the firm's name to hundreds of notes, which notes were discounted, it is said, all over the country by agents of the gang. One swindle which was worked by means of notes bearing the signature of Baker & Co. was the purchase of 15,000,000 feet of lumber from a Pennsylvania man at fourteen dollars a thousand and the immediate selling of it again at nine dollars a thousand feet. The lumber was purchased with notes and sold for part cash. The purchaser did not pay all of the money over, and before the time came for him to pay the rest the swindle had been discovered. McLaughlin and Valentine had cottages at Long Branch, and, it is said, spent a lot of money there during the summer. The girl Wingate lived with Valentine. Mr. Baker said yesterday that thousands of dollars' worth of the firm's notes, made by Abbott, had poured in on him, and that he expected to be mixed up in lawsuits for the rest of his life, as he couldn't pay them.

Ottawa Notes.

Ottawa despatches of Tuesday state that Hon. Clifford Sifton arrived from Winnipeg on Monday afternoon and was met at the Russell House by Mr. Laurier. He afterwards proceeded to the privy council office and met Messrs. Blair, Fielding, Davies and Mulock. He was sworn in as Minister of the Interior Tuesday morning. Mr. Sifton left for Brandon at 2 o'clock this afternoon.

Mr. Laurier's cabinet is now complete and the school question set led well within the six months set by Mr. Laurier when in opposition as the limit of time he would need to settle it. Mr. Sifton returns so quickly to Brandon because his nomination is fixed for the 27th.

A. Hill, a partner of Barney Barnato's, and C. Adler, manager of the South African Exploration Company, are in Ottawa and saw the Premier and Mr. Blair. They are interested in asbestos mines and are examining Canada's, which are situated mainly in the Eastern townships of Quebec. The mines produced last year nearly eight thousand tons, of the value of half a million, and are capable of ten times this.

Mr. J. J. McGee, clerk of the privy council, is in Toronto administering the oath of office to Sir Casimir Gzowski as administrator of the province of Ontario.

Manitoba being interested in the utilization of the Hudson Bay route as an outlet for agricultural products, the Minister of Marine and Fisheries has invited the provincial government to name a representative to accompany the expedition which it is proposed to send out next summer to determine the period of navigation of the bay and straits.

Senator Snowball is amongst the public men in Ottawa at the present time.

Quebec Legislature Opened.

QUEBEC, Nov. 17.—Lieutenant-Governor Chapleau opened the last session of the eighth Legislature this afternoon. The speech from the throne was quite brief. The most important announcements are of the government's intention to aid elementary education more thoroughly; to re-organize public departments with a view to economy; to arrest emigration, and further promote the settlement of wild land. The government will submit a measure to make a measure to make a homestead of every lot hereafter conceded by the crown on certain conditions and to make such conditions easier than in the past. It is announced that the province's finances will now allow of a repeal of the tax on real estate transfers. The provincial debt is to be consolidated and re-arranged with a view to paying lower interest. With reference to the re-adjustment of federal subsidies, the speech says: "In accordance with the order of my executive council, passed on the 2nd of October last, I placed myself in communication the government of Canada on the subject. Copies of the despatch which I sent to the Hon. Secretary of State on this important matter will be distributed to you." Finally it is noted that the northern boundaries of Quebec in dispute have been delimitated, and an agreement reached in this connection with the authorities.

Advance's St. John Letter.

STRICTLY PERSONAL—GENERAL GOSSIP—THE MARKETS, ETC.

The London Telegraph charges about three dollars a line for the publication of personal or "society" paragraphs and as it derives a considerable revenue from this source it is concluded that even in London there are a good many persons with addled brains, or whose garrets are wholly empty of corn. There is about one person in a hundred thousand in whose movements the sensible public has a languid interest; it is an impertinence to obtrude the affairs of the others upon its attention. How long would Jones keep out of the lunatic asylum if he buttonholed every stranger he met on the streets and told him how in anticipation of a certain event he had been dined at Toniwash's, or that he had just returned from a trip to the principal American cities—meaning Eastport and Lubec? Would it be edifying for Miss Antique to announce on the street corners that in the Church of Saint Goldbug she sang a three star solo last Sunday and bewitched the congregation with her face, figure and new sealskin sacque before she opened her lips? Almost the same thing is done when Jones or Miss Antique sends a personal to the newspaper office, for the publication of which the reporter is expected to shoulder the responsibility. Everybody knows that the reporter does not look for such things, and that when they are crowded upon him he accepts them with an inward groan. The Telegraph is right. If men and women will persist in magnifying themselves through the press, let them pay for it at double, treble, quadruple the regular advertising rates. If one wants a "personal" why should his want be gratified without cost any more than when he wants a bicycle or a pair of roller skates? Except in very rare instances, births, marriages and death are the only legitimate personals and these should be made as brief as possible. The future of the new comer, the newly wedded and the late departed is always uncertain.

The man who puts his trust in flannels and stout boots at this season of the year is a good deal safer than the man who trusts in providence. Providence sends the sunshine and the frost, and is generally on the side of the man who prepares for them and for all emergencies.

"You're another," was an argument frequently used in our school days, and recently it has been revived and is the principal argument used by some of our political instructors. It is strange that parties bitterly opposed to each other should confess that they are working on the same lines.

Three or four days ago Walter E. Perkins, an actor, was found by the police, walking in Broadway, New York, clothed with a white blanket and a theatrical wig. He was asleep and a physician had to be called to arouse him. He said he was in the habit of walking in his sleep but it was rare that he got out of doors. If he had gone over a wharf or under a street car it would have been another case of suicide without any known cause.

A man across the border was surprised the other day to see one of his fowls, without the movement of a wing, rise in the air and pass over the fence into a neighbor's yard. It was followed by another and another. Investigation showed that his neighbor was fishing with a hook baited with a grain of corn. The magistrate decided that it was close season for fowls and imposed a heavy fine.

By subscription a monument is to be erected to the memory of Thomas Furlong the Wexford poet, near his birthplace. Wendell Phillips regarded him as the equal of Moore or Burns, and quoted one of his lyrics in his lecture here many years ago. He was an uncle of Thomas Furlong, Esq. of this city.

S. S. Concordia of the Donaldson line, left Glasgow on Saturday for this port.

Shakespeare and candy will be discussed at Centenary church to-morrow evening.

A Maine paper estimates the slaughter of deer and moose in that state during the open season this year at 20,000.

Fourteen deaths were reported in the city last week: two from old age, two from consumption, three from diphtheria and one from congestion of the lungs.

It is rumored that Boston and Moncton capitalists are considering a project for the establishment of a factory in Moncton for the manufacture of the Miles & Davis rubber foot wear.

Isaac B. Allen, once a slave, has been elected a member of the governor's council of Massachusetts. A little more than a generation ago the writer was threatened with lynching in the same state of Massachusetts because he persisted in the opinion that the African had the same natural rights as the Caucasian. The inconsistencies of to-day are the consistencies of to-morrow.

S. S. Stockholm City, the first boat of the Furness line winter service, is on her way to this port from Barry.

Harry McLellan has cut 300,000 feet of lumber at Jones' Brook this season which will be at Indiantown in a few days.

Lakeside, a few miles from the city, is to have one of the prettiest rural stations on the I. C. R.

W. W. Humbert, a son of T. C. Humbert of this city and a brother of Evangelist Humbert, suicided in Boston a few days ago by taking an overdose of laudanum.

There are in port uncleared, one ship, four barques, three barquentines, two brigantines and 42 schooners.

After holding their meetings at 9 o'clock in the morning for 70 years the directors of the Bank of New Brunswick have decided to meet hereafter at 8.30 in the afternoon.

Frank Hanington of Shediac has presented the city park with a hutch of English rabbits.

The odor of apples and cider, in which they are the largest dealers in the city, fills the warehouses of Northrup & Co., on South wharf. Such apples and such cider as they sell, with their lightaneous Tapinca, which is now in universal demand, furnish a dessert fit for the table of a prince.

Ocean vessels as follows are now bound for this port: Four ships, one steamer, sixteen barques, one barquentine and two brigantines.

Seven schooners loaded with kilnwood, mostly from the Kennebeccasis and the Belleisle, are waiting for favorable winds to sail for Rockland, Maine.

Principal Town of the Centenial school has one of his pupils under arrest for stealing 25 cents from him. Some old fogies wonder which is the most guilty, the instructor or the pupil.

Over the baptismal font in St. Luke's church a memorial tablet has been recently placed which bears the following inscription:—"Sacred to the memory of the Honorable Charles Simonds. Born 22nd August, 1782. Died 12 h April, 1859." During the war of 1812 Mr. Simonds was in command of the store ship, Diligence, which on her way from Halifax to this port, went ashore at Beals' Island, 20 miles from Machias, and fell into the hands of the enemy.

There was another advance of 25 cents in flour and of ½ cent per pound in sugars of all grades last week. There is a large demand for both commodities. Molasses has been dull of late, but is now moving freely. Many small orders are coming in from all parts of the country. Dried fish is in better demand at an advance of 10 cents per 100 pounds. Choice butter is active at 17 and 18 cents; ordinary qualities are a drug in the market. Eggs are scarce and quick selling at 17 cents. Cheese, which is in limited supply, is firm at 10½ cents. The weather in California is not favorable for drying fruit. Some standard brands of four crown loose muscatele are about up to the average; the cheaper grades are away below it. Large sales are being made of tea in anticipation of its being removed from the free list. Some packs of canned goods have been withdrawn from the market; these goods are being slaughtered by local dealers at less than actual cost. George S. DeForest & Sons are landing a cargo of salt which they quote at 46 cents on car or vessel while discharging. They are selling Oolong tea, imported direct, 5 cents lower than same grades were sold last year. This year they are the only direct importers of Oolong tea in the city.

St. John, Nov. 15.

The use of Hall's Hair Renewer promotes the growth of the hair, and restores its natural color and beauty, frees the scalp of dandruff, tetter, and all impurities.

Chatham Town Council.

The Town Council met on Wednesday evening, the Mayor presiding. After a verbal correction the minutes of the previous meeting were approved.

ALD. WATT AND THE POLICE MAGISTRATE AS REPORTERS.

Speaking to a question of privilege Ald. Bennett said he did so, not in his own interest, but in that of the Council board as a whole. It has, said he, long been a recognised principle of British law that a fair and impartial report of proceedings of Municipal and Town Councils is privileged, but this privilege does not extend to comments made upon the remarks of the speakers. The matter of which I complain at this time is the unfair, partial incorrect account of the proceedings of our last meeting contained in the Liberal Herald. But my reason for complaint is doubly strong because I charge and allege that Alderman Watt prepared the first instalment of that report, and, in conjunction with another person, whose unseemly interruptions at our last meeting were commented on by me, is responsible for the second instalment. Journalists who are worthy of the name—gentlemen of experience, culture and education—know the extent of their privileges and immunities. Unfortunately, persons who rely upon their training at the case as fitting them for the position of editors, very frequently have to depend upon knowledge gained from others, themselves wholly incapable of giving correct information. Such parties fail to realize their true position and it is in the interest of the public generally as well as of the Council that I make the statement which I now do and which is made with due deliberation.

Ald. Watt said the editor of the Liberal Herald who was not present at the Council—

Ald. Bennett: He never is.

Ald. Watt said the editor of the Herald had asked him for a report of what had taken place.

Ald. Bennett: I saw you making the report here.

Ald. Watt admitted that he had supplied a report to the Herald and that any report he supplied was correct.

KING'S WARD BROOK.

The Mayor reported that he had not yet had opportunity to confer with the Board of Health in reference to the King's Ward brook.

THE BOND ISSUE.

Ald. Nicol, from the Finance Committee, reported that E. P. Williston had agreed to take the $10,000 worth of bonds proposed to be issued by the Town on the same terms as named in his tender for the whole $20,000.

THE TREASURER'S BOND.

Ald. Nicol also reported that the application for treasurer's bond had been forwarded to the London Guarantee and Accident Co., through the local agent, and that an enquiry had come back as to the frequency with which the Treasurer's books were examined by the Auditor. He had stated in reply that such examination would be made once every three months.

Ald. Bennett reminded Ald. Nicol that the bye-laws required the auditor to examine the Treasurer's books once a month.

THE $3,000 NOTE.

Ald. Nicol, from the Finance Committee, also recommended that the former Street Commissioners' note for $3,000 in the Bank of Nova Scotia be paid, together with the interest—$61,23—due thereon. Adopted.

THE FERRY MATTER.

Ald. Loggie reported that Mr. Haviland had been interviewed in reference to the Ferry service and had stated that it is "actually necessary that his steamer be "hauled out of the water this season, as it "requires a large amount of repairs; that "it is necessary to haul her out at the "coming spring tides, as the water at the "ways is not sufficient to get her on the "ways at neap tides; therefore if not hauled "out next spring tides, boat will remain "during winter in the ice."

Ald. Bennett gave notice that he would at the next regular monthly meeting of Council move that the Town Council take the necessary steps to empower them to acquire by purchase the steam ferry running between the town and the parish of Newcastle and to operate the same as town property.

Ald. Nicol enquired whether it was proposed by the resolution to take charge of the Newcastle ferry?

Ald. Bennett said there was but one ferry in the Town of Chatham, and it was that his resolution referred to.

TOWN FUNDS IN BANK OF NOVA SCOTIA.

The Mayor stated that he had received $10,050 from Mr. Williston for the issue of $10,000 in Town bonds, and that the Treasurer and he had deposited the same to the Town's credit in the Bank of Nova Scotia, which was allowing 3½% interest on any part thereof undrawn.

REPORT ON THE RONALD ENGINE.

Ald. Watt read the following:

The fire committee respectfully report in reference to the exhibition test of Ronald Fire Engine Nov. 10th as follows:—

That J. M. Ruddock, Esq., Engineer kindly consented to assist us in test of engine; he reports verbally as follows:—

That engine raised steam in six minutes, starting to pump with 20 lbs of steam.

That engine pumped nearly 400 imperial gallons per minute.

That when pumping water through 1000 ft. of hose from river, using 100 lbs of steam, hose pressure gauge showed 200 lbs.

That he considers engine a well constructed machine, though boiler is very small.

That the connections and feed pipes are only iron.

Your committee do not consider that Mr. Ronald succeeded in throwing water the distance called for by your advertisement for tenders. In the 175 ft. distance test through 1½ in. nozzle, he insisted on using two lines of hose each 500 ft., connected by siamese, instead of one line as called for, thus arranged he did succeed in throwing water 175 feet.

In the 150 ft. test two streams, each using 500 ft. of hose through two one inch nozzles, he only succeeded in throwing water 125 feet, instead of 150 as asked for by tender.

We, therefore, do not consider this engine up to requirements called for in tender.

Sgd. GEO. WATT
Chairman of Fire Com,

Ald. Nicol moved that the report be received and adopted.

Ald. Bennett objected to the report on the ground that it was indefinite. It should state whether, in the committee's opinion, the engine should or should not be purchased. A test of engines had been invited and this was the only one that had been brought here for the purpose, and we might have to make "Hobson's choice." He, however, had been informed by a practical and disinterested man that the engine was a good one—that it had passed a very fair test. But if the Fire Board thought it should not be purchased they should say so.

Ald. Watt said the Fire Board had not been asked to make a recommendation as to purchase. He, himself, would say, No, to the proposition to purchase for $3,200. He proceeded to refer to the tests and to declare that the machine had not come up to requirements.

Ald. Nicol said the report did not go far, but it might be adopted for what it was worth. The test in which the engine failed was, to his mind, that with the two lines of hose and inch nozzles and these were the streams most used at fires. He favored a light engine like this as most suitable for the Town, especially in winter. If it wouldn't throw the streams promised it was, of course, not worth the $3,200.

Mr. Ronald, who was present asked to be heard in explanation, but the question on Ald. Nicol's motion to adopt the report was put and carried.

Then, a motion to hear Mr. Ronald was put and carried.

Mr. Ronald said the whole difficulty arose from the Council's misapprehension of the conditions under which the test was made. An American maker would not have consented to a test on such a day as Tuesday, when there was a high wind, but as Chatham already had a steam fire engine he had thought the committee would make allowance for that. A stream could not be thrown, even with the wind in its favor, as far as it would go on a calm day, for a certain elevation was necessary and this was interfered with and the stream deflected when the wind blew against it from behind. It would be remembered that the streams had filled the street with a great mass of spray, while if it had been calm they would not have broken up, but gone to a long distance in a more compact mass—clean and straight. He had assumed that the committee would have known something of this. The reason why the smaller streams made a poorer show than the large one was because they were lighter and the strong wind had, therefore, the more effect upon them. He was satisfied that, on a calm day, the engine could throw two one inch streams 150 feet, and one one and a quarter inch stream 200 feet. At the great engine tests, at the Philadelphia Centennial exhibition, where one of the Ronald engines competed with fourteen others, they did not pay any attention to stream-throwing. They merely took the mechanical test of the steam and water pressures. If an engine's water pressure doubled that of its steam it was considered standard. This engine, with 90 lbs. of steam had imparted a water pressure of 225 lbs. and it worked free and easy. If to-morrow should be a calm day and the firemen were ready, he would undertake to give them more than was guaranteed. His company had made and sold a large number of these engines and had never had one sent back save from Carbury, where the purchase was dependent on the passing of a bye-law which failed to go through. He could say that no engine in the world of its weight, size and price could do what this engine does. It has a minimum of weight and a maximum of capacity. The Amoskeag is one of the best engines in the United States, but it is heavy and not so well adapted to wooden towns as the Ronald, which is light and gets up steam and has water on a fire quickly, which is a great thing.

Ald. Watt enquired whether this engine would throw a 1½ in. stream through one line of hose 500 feet long.

Mr. Ronald explained that a sufficient supply for the required stream was necessary; therefore two lines of 2½ in. hose had been used, and united at the 500 ft. point by a siamese. In Toronto, they were getting 3½ in. hose for their big streams.

In reply to Ald. Bennett Mr. Ronald said he was quite willing to try the 1½ inch stream for 170 feet through a single line of the Town hose. It must be remembered that so long as the steam and water pressure were maintained the engine's capacity was demonstrated. The distance water would be thrown depended on the kind of hose and nozzles used. He was most interested in demonstrating the capacity of his engine to throw plenty of water.

On motion of Ald. Nicol it was ordered that another test of the engine be had to-morrow if the day be a suitable one.

TENDERS FOR WOODEN SIDEWALK MATERIAL.

The Mayor read tenders for 2-in. hemlock deals as follows:—

Geo. Burchill & Sons, Nelson	$6.50 per m.
J. & T. Jardine, Kingston	5.75 "
J. S Fairley, Boiestown	5.00 "
R. A. Sweezy, Napan	5 50 "
E. Sinclair, Bridgetown	5.95 "
J. B. Snowball, Chatham	5.60 "
J. W.& J. Anderson, Bt. Church	5.90 "
L. Doyle, Douglastown	5.75 "
Jas. J. Murphy, Rogersville	5.80 "
J. S. Malley, Kingston	5.50 "

Ald Nicol said Fairley's tender did not meet the conditions of the advertisement, as they were deliverable at Boiestown.

Ald. Loggie said Ald. Nicol was in error as while the advertisement said that deals brought by water were to be piled on the public wharf, it was open to others to state place of delivery. It was stated that the Fairley tender appeared to be the most advantageous, inasmuch as the $8 per M. named evidently meant face measurement, so that the deals would be $4 per M. on cars at the mill. Ald. Loggie thought the freight to Chatham Station or Wellington St. would be about 80c. per M.

The committee was instructed to ascertain what the Fairley deals would cost delivered in Chatham.

Council adjourned until Thursday evening at 7.30.

THURSDAY EVENING'S MEETING.

An adjourned special meeting of the Town Council was held on Thursday evening, the Mayor presiding.

A DIFFERENCE OF OPINION.

The Fire Committee were not ready to report and Ald. Watt wanted the Mayor to declare the Council adjourned until to-morrow.

Ald. Nicol contended that that could not be done, so there was a meeting.

The minutes of the previous meeting were read and confirmed.

NOT READY.

Ald. Watt reported verbally from the Fire Committee to the effect that owing to the short time that had elapsed since the afternoon's test of the new steam fire engine the committee had not had time to prepare their report and he, therefore, asked that when the meeting adjourned it should do so to meet again to-morrow Friday evening at 8 o'clock.

THE FAIRLEY DEALS.

Ald. Loggie read a report stating that he had communicated with Station-agent Watters of the C. E. Railway, who had informed him that the rate of freight per carload of about 10,000 s. f. deals from J. S. Fairley's mills to Chatham Station would be ten dollars; also that Mr. Fairley had been communicated with, asking what he would deliver deals for at Chatham station or Wellington road, but no reply had, so far been received.

Ald. Loggie expressed the opinion that the deals could be landed at Chatham Station at about $5.00 per M.

On motion of Ald. Watt Council adjourned until Friday evening at 8 o'clock.

FRIDAY EVENING'S MEETING.

The adjourned special meeting was called to order on Friday evening by the Mayor.

THE NEW STEAM FIRE ENGINE.

After the minutes were read Ald. Watt, from the Fire Committee, read the following reports:—

Your Committee beg respectfully to report that J. D. Ronald made another test of his fire engine at Masonic Hall tank Thursday afternoon, Nov. 12, '96.

Three tests were given, viz.: first, through two lines, each 500 ft., of hose, with one inch nozzles; second, one stream through one and a quarter nozzle, with 500 ft. hose; third, through one line of 800 ft. hose siamesed with two branch lines each 100 ft., and through one inch nozzles.

In first test, streams with inch nozzles we consider that the conditions required were not fulfiled, as, instead of throwing two streams of water 150 ft., the streams were only thrown some 130 or 135 feet.

In the second test water was thrown the distance called for by the guarantee in tender, viz., 175 feet.

Messrs. Fraser and Mather, engineers, kindly assisted in noting the working of the engine in the above trial. Their report is presented herewith.

GEO. WATT,
Chairman.

To the Board of Aldermen of the City of Chatham, N. B.

DEAR SIRS: Having examined the new steam fire engine that is here on trial as you requested Nov. 12, '96, we would affirm that the workmanship is first-class; that the engine commenced throwing water 10 minutes after the fire was started in boiler from cold water; and that the steam and water pressure were sustained in a satisfactory manner throughout, clearly showing that the proportions of the machine were correct. Respectfully submitted,

WM. MATHER, } Mechanical
ALEX. FRASER, } Engineers.

Ald. Nicol said he could certify to the correctness of the Committees' report in regard to the two tests last named, but was not present at the first—that with the two 1-inch nozzles. He was, however, shown where the water had reached along Wellington Street, and it went beyond the required distance, going 170 feet, so that putting this with the distance the Committee reported the water to have been thrown in the Square, it would seem that this test had met the requirement of 150 feet. The Council should remember that there were two turns in the hose to the stream on Wellington Street and a third to that in the Square. This latter would cause a greater friction.

Ald. Murdoch said he stood 170 feet from the 1½ inch nozzle and it threw that distance all right, and he should say, 25 feet further. He wouldn't say it had reached the 150 ft. point in the two one inch stream tests.

Ald. Watt said Ald. Nicol agreed with the part of the report referring to what he had himself seen, but differed only from it in reference to what he had not seen.

Ald. Nicol: I would ask Ald. Watt whether the committee saw the engine throw water on the south side of the Square, and, if so, what distance it was thrown?

Ald. Watt: We didn't measure it.

Ald. Coleman said that Messrs. Watt & Hocken had measured the distances and places where the water was to be thrown and afterwards shifted them somewhat to the east. The stream thrown down Wellington Street went further than that in the Square; the latter did not come up to the test.

Ald. Loggie said he was present all the time and could substantially verify the Committie's report. He understood the test to be with the streams in the Square. The others went further than the test required, so far as he could judge. There was, however, nothing in the conditions to say which way the streams should be thrown. He had been anxious that the test should be successful, but was a little disappointed with that of the two 1 in. nozzles.

Mr. Ronald addressed the Council by permission, saying he had objected to the course of the hose when he saw it laid out. Tests are not made with hose turned around corners. The firemen said that was where it was to be, and it was so left. Then, in throwing water, he had wanted the streams to go along the street towards the Church, but Mr. Watt said they must go down into the Square. They had a half turn at the Hall corner from the tank, another turn around the corner to come along the back of the Square and another turn into the Square and the streams were thrown along a side wind. He objected strenuously to this, but Mr. Watt would not listen to him. There were also trees interfering with the stream in the Square. In fact, Mr. Watt seemed determined to crush the engine, but all he wanted was fair play and justice and he expected to get it from the Board, with one solitary exception. One of the editors present had come up with his coat wet and said the water on it had struck him as he stood behind the 150 ft. mark in the square when the 1 inch nozzles were playing. That was across the wind and everybody knew an engine could not do her best under such conditions. The engine had more than met every test. He wanted the whole truth stated. If that were done the committee would say that the inch stream was thrown 170 feet along Wellington Street.

Ald. Watt expressed his surprise at Mr. Ronald's statements and he represented that gentleman as having said that he (Watt) had refused to have the hose laid straight up Henderson St. Mr. Ronald did not object at all. He did not object to the test being made in the Square. They were prepared to go to the Benson tank, but for the roughness of the roads. It was false and ungentlemanly for Mr. Ronald to ask that the report be changed.

Ald. McIntosh said he was surprised that a practical man like Mr. Ronald would come with such a thin excuse as that Ald. Watt had compelled him to submit to an unfair test. Ald. Watt was only one member of the committee. If Mr. Ronald thought he was unfairly treated, why did he not appeal to other members of the Committee? It was the wind the first day and now it was Ald. Watt who was put forward as an excuse for failure.

Ald. Watt said that on their way up to make the test Mr. Ronald said there was a little wind, but they would try it.

Ald. Loggie said it seemed queer that the engine should stand the 175 ft. test, with a 1½ in. nozzle so well and not the 150 ft. test with the 1 in. nozzles. He thought also that it was blowing a little the hardest when the 1 inch test was made.

Mr. Ronald said he objected to Mr. Watt to the test being down in the