CREAGHAN'S MIDSUMMER SALE IS NOW ON!

CHATHAM AND NEWCASTLE.

BUILDERS WANT:

EXTRA SHINGLES, NAILS,
CLEAR SHINGLES, PAPER,
2nd CLEAR SHINGLES, LIME,
EXTRA NO. 1 SHINGLES, HAIR,
CLEAR WHITE SHINGLES, BRICK,
NO. 1 SHINGLES, GLASS,
PUTTY.

FAMILIES WANT:

OGILVIE'S HUNGARIAN FLOUR, $5.25
KENT MILLS FLOUR, (ask for Price,)
FAMOUS FLOUR, 3,00 per bbl.
BUDGET FLOUR, 3,00 per bbl
KILN DRIED CORN MEAL, 2.25 per bbl.
AMERICAN HOME LIGHT OIL, 25.
PEARL OIL, 22c
PORTO RICO MOLASSES, 40c.

SELF - SEALING JARS, Pints, 60c. per doz., Quts, 70c., 1 gals. 10c.

—ALL AT—

W. S. LOGGIE CO'Y, LIMITED.

Miramichi and the North Shore, etc.

MISS HALL of the Newton Hospital, Mass., is visiting her friend, Miss Maggie Henry, at the Adams House.

LEAVE YOUR WOOL with W. T. Harris to be carded. He guarantees satisfaction and your wool will be returned in one week.

NEW HIGHWAY ACT:—Forms under the new Highway Act are for sale at the ADVANCE OFFICE.

PRESBYTERY MEETING:—An adjourned meeting of the Presbytery of Miramichi will be held at Harcourt on Monday the 9th Aug. at 2 o'clock (Standard time)

NEW BICYCLES were sold by auctioneer Lockhart at his salesroom, St. John, on Tuesday. The prices realized were from $30 to $37. Ladies' wheels brought the best price.

ARBITRATION:—HON. L. J. Tweedie, and Messrs. George McAvity and W. A. Lockhart, arbitrators of the matter in dispute between the city and street railway, held a session at the City building this afternoon.—[St. John Globe, Aug. 3.

A BIG CARGO:—The largest cargo of deals ever taken from this port in one bottom will be carried by the Strathgarry, which leaves to-morrow morning for Liverpool. She has 2,200 standards, which is eight standards more than the Strathgyle, which held the record before. She has 600 standards on her deck.—[Montreal Herald.

VESSELS IN TROUBLE:—The Customs department, Ottawa, caused the seizure on Tuesday of last week the schooner Marie Clodis, of Quebec, for not having her name and port of registry painted on her hull. The schooners Ocean Belle and Rising Sun were seized at Halifax on Thursday on charges of infraction of the customs regulations. The fine in each case is $400.

CLOUD-BURST AT SUSSEX:—There was a cloud-burst at Sussex on Sunday last which overflowed tributaries of Trout Creek known as Ward's Creek Stream, and Burying Ground Brook, flooding the vicinity of Upper Sussex Corner, surrounding some residences and St. Mark's Chapel so that people could not leave them without wading, destroying bridges and many farmers' crops and doing considerable other damage.

C. E. CONVENTION:—Delegates have been chosen to represent Chatham in the New Brunswick Christian Endeavor Convention that sits in St. John next week, as follows:—

St. Andrew's Church—Miss Annie Loudoun, Miss Susie Creighton.

St. John's Church—Mrs. Alex. Brown, Miss Maggie Mowatt.

Rev. Mr. Young, pastor of St. Luke's, is President of the Convention.

THE SALMON FISHING on the Jacquet River this season has thus far been excellent, although the other fishing resorts are proving a failure. Messrs. Arthur deForest, of St. John, and Thos. Murphy, of Dalhousie, a few days ago hooked fifteen salmon. Mr. Hamilton, of Boston, who was fishing from Saturday morning to Tuesday landed seven salmon, and Wednesday and Thursday of last week caught four more.—[Telephone.

REMOVAL OF TAILORING ESTABLISHMENT: Mr. Weldon, owing to increased business, has shifted his quarters from Henderson St. to the store lately occupied by Jas. Nicol, Water St. Mr. Weldon is offering a large stock of the best material for suitings, overcoatings and pantings, and would ask all who wish to be well suited to call and see his goods and prices before ordering their clothes elsewhere. He guarantees fit and work.

LT.-COLONEL MARKHAM:—AN Ottawa special to the St. John Globe says:—"It will be interesting news for Lt.-Col. Domville on his return to hear that it is no longer Major Markham but Lt.-Col. Markham, a brevet rank which Col. Domville has been opposed to giving his Major for a long time, and to which Markham is entitled by length of service. The Minister of Militia to-day conferred on Major Markham the brevet rank of Lieutenant Colonel."

ON THE RESTIGOUCHE:—Fred. W. Ayer, Bangor's extensive lumber manufacturer, and who was the pioneer salmon fly fisherman on the Penobscot, has fished but little in the Bangor pool this season, but he has won new laurels in Canadian waters. From all Canada have come reports this season that salmon fishing was exceedingly poor and expert fly fishermen generally have been complaining on every Canadian river. Mr. Ayer and his party were, however, very successful on their recent trip to the Restigouche river, Mr. Ayer securing 35 fish, Mrs. Ayer 7, M. C. Ayer, jr., 11, and Hal Stetson, the latter of St. John, 5, a total of 58. In one day Mr. Ayer brought to the gaff 9 fish, the largest weighing 35 pounds, and his record of 35 fish makes him high line on the famous Restigouche during the season of 1897.—[Industrial Journal.

R. C. Picnic, at Renous.

The R. C. congregation, Renous River (Rev. Father Murdoch's) is to hold a grand picnic on Tuesday 24th inst. on or near the church grounds. Arrangements are made for excursion rates on the C. E. Railway, branch between Blackville and Renous and on the steamers between Chatham and Newcastle and the Indiantown branch railway same as last year, in connection with the picnic. Full preparations are being made by efficient committees for the usual games and other amusements, music and refreshments. An interesting feature of the day will be the phenograph, which will reproduce vocal and instrumental music, speeches, etc. The picnic will begin at 10 a.m., and continue all through the day.

At Washburn's.

"Washburn Villa" is the name by which one of the most pleasant and accessible outing places on the Miramichi is known. It is only a short distance below Black Brook Bridge on the Chatham side of the river, and has a clean, sandy shore having a formation which renders it perfectly safe for bathing, while there are pleasant spots for rambling or driving in the vicinity, to say nothing of the beautiful stretch of water in front which furnishes ideal facilities for boating and yachting. There is quite a large party there now including Mrs. Watters and family, of Chatham, Mrs. Harry Pickard and children, of Fredericton, and Miss Dobson, and Mrs. Gould and Mrs. Chesman of Chatham and families. There are in all fifteen or sixteen children, and they are greatly enjoying the outing. Mr. Jos. Washburn, who owns the property, is very hospitable and does much to make the visitors' stay agreeable, furnishing them with milk, eggs, vegetables, etc., for the table. With an addition of more buildings and a landing stage, Washburn's ought to be one of the most popular summer places on the river.

Well Done, Nelson!

Mr. Charles Sargeant's horse, Carnot, won first place in the 2.40 class race at Kingston, Kent County, on Tuesday. Amongst those present from Miramichi were Messrs. Chas. Sargeant, Warman, Angus Ullock, R H. Gremley, Wilmot Strang and Fred Chesman. They describe the 2.40 race as a very close one, the horses being nearly neck and neck every time. Carnot's best time was 2.41½. He took the first, second and fourth heats. Milton Swift won second money, Robert Ward third and Smuggler was distanced.

In the 3 minute class Ben Prophet won 1st; Guy J., 2nd; Honest Tom, 3rd; Black Harry, 4th and Chief Tommy 5th, best time, 2.43.

The Wrong River.

A Fredericton despatch of Sunday last to the St. John Telegraph says:—

"Messrs. F. L. Ward, W. J. Davis and F. O. McGuire, of Boston, returned yesterday afternoon from a fishing trip on the northwest Miramichi. They claim that illegal fishing with nets and spears along the main river has practically ruined the sport. They intended spending three weeks on the Miramichi, but gave up in disgust at completion of first week."

No such persons as those named in the foregoing despatch have been fishing this season on the northwest Miramichi. We understand that some men from Boston were trying their luck on the southwest Miramichi, between Boiestown and Burnt Hill, and did not kill as many salmon as they expected they would, which is not to be wondered at, in view of the absence of wardens on that river this season and the consequent netting. The neglect of protection by the Dominion Government this year has been unusual, especially in view of the ill-considered attempt of parliament to prohibit, instead of regulating the salmon fisheries.

A Narrow Escape.

A young lad—a son of Mr. Harry Neilsen, who is one of the hands in the Snowball mill, and lives at Napan—is in the habit of driving his father out to his work in the mornings. He had performed that duty yesterday morning and reached the Richibucto Road crossing of the Canada Eastern Railway on his return trip towards home, when he saw the train approaching from Loggieville and waited for it to pass. The horse, however, decided not to wait, for as the engine was within a few yards of the crossing, the animal started, and on getting over the rails halted, leaving the wagon fairly on the track, with the boy therein, frantically endeavoring to get it out of the way. It was no use, however, and the engine struck the wagon fairly, breaking it into many pieces. The train was stopped and the engineer, firemen and others went to pick up the poor boy's remains, when he was found on the cow catcher comparatively uninjured. It was a most miraculous escape. The horse also was uninjured.

That "Fake" Race.

The St. John Globe publishes a certificate sent to it in the interest of Mr. Stewart, owner of the Orians, and signed by Judges Dean, Loggie and Watt to show that the race for the Adams Cup was really sailed on Tuesday 17th ult., and won by Orians. The publication of the certificate, which was the judges' report to Secy. Lawlor of the Miramichi Yacht Club, is, as the Globe intimates, occasioned by reports of two correspondents, who intimated that there was no race at the time stated. The trouble with the Globe is that it seems to have either interested or unreliable correspondents in several places and we presume those who wrote or telegraphed to it in reference to the yacht race in question were a little of both. The facts are that a race arranged between the owners of Maude and Orians, and in which other officers of the Club had nothing to say, took place, and was judged by the gentlemen named, who were similarly appointed. The course sailed was only one half of the usual length—a condition never before known in any Club race. Two other boats which have been prize winners were not quite ready but would have been in a few days and they were shut out by the urgency of Oriana's owner for a race against Maude, which has not, for years, won a first place in club races. It was a "fake" race notwithstanding the Globe's certificate, which, as far as it goes is all right.

The New "St. George."

Senator Snowball's new steamer St. George, the biggest of the Miramichi steam fleet, was completed and made a trial trip last week, on Thursday which proved most satisfactory, the boilers developing a capacity to furnish abundant steam at a pressure of 110 lbs. and the engines working smoothly and well. Runs were made down and up river for several miles, that from the Ritchie wharf, Chatham, to Call's wharf, Newcastle, being accomplished in 25 minutes with the safety valves popping at 95 lbs. When Inspector Waring comes and sets the valves for the higher pressure in a few days, greater power and speed will be developed.

The new vessel is a paddle wheeler, 114.6 feet long between perpendiculars, or about 125 feet over all; 25.1 ft. beam, or 40 feet over all and 12.3 ft. deep. Her gross tonnage is 277.78, and net, 175.01. There are two steel boilers, with flues and return tubes, built by Messrs. J. & R. Weir of Montreal. The engines are compound, incline, the high pressure cylinder being 18 inches diameter, the low pressure 32 inches and the stroke 5 feet. The shaft is of steel and 9 inches diameter, with cranks at right angles The diameter of the paddles is 17 feet. Mr. James Desmond was master builder and the engines were fitted in Mr. Snowball's machine shop under the superintendence of Mr. Wm. Mather, foreman. The deck house work and other carpentry was in charge of Mr. Patrick Coleman, and Mr. Michael Murray had charge of the painting. The new steamer is commanded by Captain Charles Matthews, and engaged in towing service in connection with Mr. Snowball's mill at Tracadie, from which the lumber is brought in barges to Chatham; and in towing logs, etc. from the Tabusintac river and elsewhere to his big mill at Chatham.

Called to Newcastle.

Rev. J. B. Connell has received an unanimous call to become pastor of the first Baptist church of Newcastle, to succeed Rev. O. E. Steeves who leaves for Utica, N. Y. on 1st September. Mr. Connell is well known as an able preacher, and has been a successful pastor, having been in charge of several important fields in Connecticut and New York. He is also a writer of marked ability, the series of articles written to a leading Conn. paper while on a vacation trip to this province last summer were read with great interest and were highly commended, the Post at the time made copious extracts from them. Mr. Connell's chief inducement to settle in New Brunswick is the climate which has been very beneficial to his health.

The Newcastle church will be fortunate if they succeed in securing him as their pastor, We are informed that he has been invited to preach at the Baptist church in Lower Sackville next Sunday 8th of August. His sermons were much enjoyed on a previous occasion.—[Sackville Post.

Cattle-Purchase by the Province.

The government of New Brunswick has appointed a commission to purchase thoroughbred cattle in Ontario. At the last session of the legislature the government was authorized to expend $30,000 for this purpose but it is not intended to expend one half of this sum at the present time. Definite instructions have not been given the commissioners as to breeds of cattle that are to be purchased but it is probable that the larger number will be of animals suitable for dairying purposes. The future of agriculture in New Brunswick is very closely linked with the dairying branch. The production of butter and cheese form an important industry already, but it should be much more important than it is. So far not much success has attended the manufacture of butter in this province. The quality has not been always what we would desire but the cheese industry has been largely successful and its success will be even greater in the future than in the past. To help both industries a better grade of cattle is necessary. Indeed too much attention cannot be given to the improvement of cattle in this province.—Sackville Post.

Northumberland Agricultural Society has formally expressed its preferences as to the kinds of cattle suitable for this part of the country, the proportions being say, Jerseys, bulls, 2, cows, 2; Ayrshires, bulls 3, heifers, or cows 6; Holsteins, bull 1; Shorthorn Durham bulls, 2.

A County Agricultural Exhibition.

Two meetings of the Board of Directors of Northumberland Agricultural Society have been held recently, for the purpose of making arrangements to hold an exhibition this year. The great success of the exhibition of last year, which was held at Blink Bonnie farm on 15th October, suggested the enlarging of the scope of this year's show, and it has, therefore, been determined that the exhibition of this year shall be open to the whole County of Northumberland, and that it shall include several new features.

It was at first proposed to have the show on Labor Day, Sept. 6th, at the Chatham Driving Park, and that the great feature should be horse-racing, but a large majority of the Board, after fully discussing the matter in its different aspects, were of opinion that Sept. 6th would be too early a date, for the reason that the root and grain crops would not have matured, while even the cattle would not be at their best. In fact, some farmers said that while they intended to make a large exhibit at a fall fair, they did not think they would exhibit at all if 6th Sept. was to be the date. It was, therefore, decided that the show should take place on Thursday, Oct. 7th.

An executive committee consisting of Dr. Baxter, D. G. Smith, James Falconer, Alex. Robinson and Chas. Gunn was appointed, with the President, Mr. G. P. Searle, who is, ex officio, a member of all the exhibition committees.

Dr. Baxter, R. Flanagan and Geo. E. Fisher were appointed a committee to select grounds on which to hold the County show and also those for the ploughing match, and they were instructed to secure the Pallen farm from Mr. Snowball, if possible.

Dr. Baxter and Messrs. T. Keating, Wm. Kerr, R. A. Snowball and Chas. Gunn were appointed a committee to prepare buildings and erect sheds, &c., if necessary.

The executive committee was instructed to prepare a prize list, which is to include horses,—pure breeds and crosses, draught and carriage;—cattle—pure breeds, grades and crosses; sheep and swine; dairy produce; roots, grain, domestic manufactures, poultry, miscellaneous articles, etc.

The executive committee was instructed to make arrangements for a restaurant within the grounds, and also to secure commuted rates for transportation of exhibits and visitors to the exhibition by the Canada Eastern and Intercolonial railways, and the steamers, including the ferry steamers.

Several parties have already come forward with substantial aid to the undertaking. Hon. L. J. Tweedie has given a handsome money donation to augment the cash prize-list.

Messrs. G. A. Lounsbury & Co., through Mr. Geo. Hildebrand, have contributed three valuable articles for prizes in the ploughing match. The first is a No. 5 Fleury plough, 2nd a two-lever Fleury cultivator and the third a No. 2 Daisy churn. The ploughing match is to be open to all ploughmen of the County of 25 years and under, and any make of plough may be used. The Society will add cash prizes to those donated by Messrs. Lounsbury & Co.

Mr. Alex. Robinson also gives a Daisy churn prize for the best crock or tub of butter.

Mr. W. T. Harris, to encourage the butter-makers, has bound himself to buy, at 40 cents a pound, a lot of ten pounds or less of the roll or print butter that takes first prize; a similar quantity of that taking second prize, at 30 cents a pound, and the same quantity of that taking third prize, at 25 cents a pound.

It is probable that many other prizes and cash donations will be given by citizens to increase the cash premiums which the society will provide, and which will total the largest sum heretofore offered by it.

It is desirable that citizens who are disposed to contribute to the funds of the society, or become members, will do so promptly, in order that the committee may be enabled to arrange and issue the prize list at as early a date as possible.

Doaktown Notes.

To the Advance:—The present weather is helping crops, especially hay which will be cut very late.

All other crops look well.

The potato bug is thriving and busy. He withstood the hard winter. The hornfly has had a hard time putting in an appearance and does not do much harm as yet.

Last Thursday H. & F. D. Swim's sash and door factory was burned to the ground, together with a large quantity of valuable dry lumber, and tools of the workmen. A lot of valuable machinery, engine and boiler were destroyed. The factory was doing good work and gave employment to quite a number of men and boys. It is reported that they will rebuild near their present saw mill. They were hard working men and endeavoring to make a living under the many difficulties attending their efforts, which they were struggling to overcome. The present fire is almost discouraging, but they are full of hope and are resolved to try again.

August 3rd.

Whither are They Drifting?

The Town Aldermen of Chatham's first year of incorporation have contracted for an unauthorized expenditure of about $3,000, with an inevitable bill for extras, fittings and furnishings of about $3,000 more, and have, besides, mortgaged the greater part of next year's street assessment. Men in public positions have heretofore been imprisoned for less flagrant breaches of the trusts reposed in them than the Chatham Aldermen have been guilty of. It is not a pleasant thing to thus refer to citizens who, in the ordinary affairs of life, are quite correct, so far as we know, but the scandalous over-expenditures authorized by the Chatham Town Council, make it a public duty for all who understand the laws which ought to govern its dealings with the public moneys, and the unblushing manner in which they have been violated, to speak plainly on the subject. What position will the Town be if other Councils each year over-expend and mortgage the future current income and illegally contract for unauthorized expenditures to the amount of thousands of dollars, as this Council has done? And yet, if it is right for our present aldermen to do this why should not their successors do the same? It is all wrong, however, and the honest name for it is misappropriation of public money and the making of contracts without lawful means of making payment. In ordinary, private business that kind of thing would be considered fraudulent, and if the law were resorted to a stopper would soon be put upon our Council's undertakings in excess of its powers, by any judge of the Supreme Court.

"Wym" Captures the Sweepstakes.

The sweepstakes race between the Wym, Alba, Youla and Hebe, which was sailed a week ago last Saturday, was re-sailed yesterday as, in the previous race, there was a misunderstanding about the course. There was a good breeze yesterday, though it was blowing stronger in the harbor than outside, but there was a heavy undertow beyond the light. The course was from the yacht squadron to Marr's Rock, to Thrum Cap, to Lichfield buoy, and return to the squadron. The race resulted in a win for R. Kennedy's Wym, who got the best of the start, and she maintained her lead from start to finish. It was a beat out to Marr's Beach, and a dead beat to Thrum Cap, followed by the run to Litchfield, and they came home with a free sheet, with the Wym keeping her lead without difficulty, sailing magnificently. The Wym beat the other Fife cutter, H. M. Wylde's Youla, by 3m. 44s., and it was the first victory of the Wym over her rival this year. The Youla had a good crew and was handled in fine style, but she did not have her owner on board, who sails her better than any other, and the Wym's victory of yesterday will only add to the interest of their next meeting. The beauties of true sport is shown in the races between these two yachts; both are of the same model, built from designs from Fife, and in consequence there is a great rivalry between the crews of each boat, but it is that friendly rivalry by which each strives to outdo the other in the races, being on the most friendly terms before and afterwards, each willing to sing the other's praises, and each willing to acknowledge defeat for the time being, and ready to meet each other again as the opportunity offers.—Halifax Recorder 30th.

The foregoing indicates that the true yachting spirit prevails amongst the gentlemen of the Halifax Yachting Squadron; that there is no self-advertising, or self glorification on the part of any member; no taking advantage, one of the other, no prearranged capturing of prizes by shutting out competition and no assumption by individuals of the functions of the committees of the organization. The yachtsmen of the Miramichi will be interested in hearing of the success of the Wyn, which was here a few years ago and outsailed some of our best yachts.

Strong and Popular Minister.

HON. A. G. BLAIR AS A DEPARTMENTAL ADMINISTRATOR AND STATESMAN.

(Carleton Sentinel.)

Hon. Mr. Blair is, or has been rusticating at his former home near St. John. The Minister of Railways and Canals certainly deserves opportunity for rest, if rest can be found while in such touch with the people of the province he represents. In connection with the most important and complex department which he controls, Mr. Blair has displayed tireless and constant energy and devotion; his aptitude at grasping the requirements and reforms and better development in and of his department has been remarkable. This the more so as he stepped into the broad sphere of the most important and practical ability-testing of any department of the Dominion Government, from a comparatively narrow and limited plane of action.

His record as leader and director—some have it Dictator—in Provincial affairs, was such as to inspire with confidence his friends that he would speedily make his mark as a member of the Federal Government; that confidence has been more than justified by the result which places him to-day a foremost and prominent figure among the advisers of the Governor-General and with scarcely a peer as a departmental administrator.

As his work broadens and his influence becomes more conspicuous, he, no doubt, will continue to prove himself equal to arising exigencies and be more and more an honor to his native Province and to the Dominion.

That he is the frequent target for a portion of the Conservative press, is an indication of his increasing power being feared, and fear, in such a case, begets respect.

Chatham Town Council.

Chatham Town Council met on Monday evening. In the absence of the Mayor, Ald. Loggie was moved to the chair. The minutes being read and confirmed,—

Ald. Nicol reported from the Finance Committee that Police Magistrate McCully had promised to submit his returns to the Treasurer as required by law, in time for this meeting of Council, also that the 2nd series of bonds had been forwarded to the Confederation Life Association of Toronto and that the proceeds thereof would soon be in hand.

Ald. Nicol, from the Street Committee, reported that Mr. Snowball had stated that all deals furnished by him since the contract quantity was delivered would be at the rate of $6 per M., the others to be $5.50

Ald Nicol also read report from Street Commissioner Lawlor in reference to work done under his supervision and to that now being done and contemplated; also directing attention to the bad state of Johnston Street the sewer of which should be repairpaired. Street work bills and that for commissioner's salary were also submitted.

The report was adopted and bills were passed and ordered to be paid.

Ald. Watt objected to Owen McLean getting $1.25 a day and thought the commissioner should get younger men to work on the streets.

Ald. Watt, from the fire committee, reported that P. Desmond had completed the removal of No. 2 Engine House and recommended that he be paid for same; also that Surveyor Wm. Fish has run levels from Elkin's field to the Armstrong tank.

A number of special policeman's bills for duty on circus day were ordered to be paid, also bills for work in connection with the engine house, $75 to P. Desmond for removing No. 2 engine house, and for lumber and spikes; also bill for hauling engine to fire and drying hose; also B. Bouthillier's bill for new policeman's clothing. Alex. Watling's bill for repairing tank at Masonic Hall, R. A. Murdock's do. for police caps; Chas. Gunn for repairing picks and other work, were passed for payment.

Bill of Anthony Forest for prisoners' board at lockup $17.17 was ordered to be paid: D. G. Smith's bill for printing 2nd series town bonds, $25, and bill of St. John Globe, $4.50 and Monetary Times $10.00, for advertising town bond issue were passed for payment.

Chairman Loggie read a communication from the Town School Trustees notifying Council that $1,280 were required to pay note discounted to pay teachers' salaries; also from W. C. Winslow in behalf of the Ocean Accident & Guarantee Company offering to insure the Town against claims for damages to the amount of 1,000 for each resident thereof for a lump sum premium of $200 per annum; also a letter from Geo. A. Stimpson & Son, Toronto, enquiring what price the last issue of bonds brought. Also a communication from W. C. Winslow on behalf of the Liverpool and London and Globe Insurance Co., offering to insure the proposed Town Hall; also a letter from F. O'Hara & Co., Toronto, who wanted to know what the Town got for its last and issue of bonds.

Ordered that the Town Treasurer pay the amount asked by the school trustees when the same is collected.

Ordered that the matter of insurance of the public building be referred to the public works committee.

Ald. Watt read a reminder from London & Lancashire Ins. Co., that policy on No. 1 engine house would expire on 4 Aug. '97. He said there was now no insurance on No. 2 engine house.

The matter of these insurances was referred to the fire committee.

Chairman Loggie reminded Council of the street commissioner's report, which suggested certain necessary street repairs, that would require some money.

On motion of Ald. Nicol the public works committee was authorised to have repairs made to portions of sidewalks &c., which were absolutely necessary. He directed attention to the fact that an over-expenditure of $500 on streets was incurred besides bills passed at this meeting, which, he said, was a serious state of affairs.

Alds. Watt and Loggie referred to street and sidewalk work which was necessary, such as the St. Michael St. sewer, and sidewalks near the Canada House, on Duke St., at Greenville, on Water St. below Green Lane and on Wellington street.

Ald. Watt moved that $260, or thereabouts, be expended on these repairs.

Ald. Coleman directed attention to a bad piece of sidewalk by Mr. Crosby's.

Ald. Mahar said a rail was wanted on Water Street by the boom of Richards' mill.

Ald. McIntosh complained of neglect of Green Lane sidewalk and, generally, of neglect on the streets from Dr. Benson's corner to the lower side of Canada wharf, which he said was really the business part of the Town. He said the board or works was already ordered to attend to the Green Lane sidewalk, and he insisted on it being done.

Ald. Coleman agreed with Ald. McIntosh.

Chairman Loggie explained that the deals had given out, which was the reason why Green Lane sidewalk was not attended to. It should have attention, however.

Ald. Nicol said these sidewalks would involve a gross over-expenditure on account of streets of about $1,000. Was it fair to those who would succeed the present councillors that these over-expenditures should be made?

Ald. Watt said if the present councillors' successors found this work all done they would not need to expend so much.

Ald. McIntosh said the commissioner had told him that if these expenditures were made, now, the next council would not have so much need of making expenditures on streets.

The amount to be further over expended on sidewalks was, on motion of Ald. Watt, seconded by Ald. Maher, fixed at $300, instead of $260 and so passed.

Ald. Watt moved a bye-law providing that any building used as a slaughter house be not less than 200 feet from any occupied dwelling, under a penalty of $10 fine.

Ald. Nicol said this was intended to meet the case of a place near the railway station which was a nuisance to residents of the locality.

The bye-law was passed; also, one providing that bye-law penalties be recoverable before the police magistrate.

On motion of Ald. Watt, ordered that the town flag be in charge of the town clerk to be raised when necessary.

Philip McIntyre was added to the list of constables on motion of Ald. Maher and Wm. Hackett on motion of Ald. Watt.

On motion of Ald. Nicol, ordered that the finance committee be authorized to obtain offers for publishing the town accounts for the past year and report at next meeting.

Police Magistrate McCulley's return of fines from 1st January 1897 to 1st May 1897, which were omitted from his former report, were submitted by the treasurer, showing that the whole amount collected for the four months was $4.

Ald. Watt moved, seconded by Ald. Murdoch, that the Salvation Army receive a permit from the town authorities allowing them to march in the town streets with drums etc, subject to proper restrictions.

Ald. Nicol said the matter was one subject to general laws; the army always won when interfered with; they had not yet been interfered with and would not perhaps so long as they conducted their marching in a proper manner.

Ald. Watt argued that permission was necessary.

Ald. Nicol said the town authorities had no control of the army's marching unless they committed a nuisance.

Ald. Loggie said there was a difference of opinion as to what was a nuisance.

The matter was referred to the Bye-law Committee.

Ald. Maher referred to the subject of the new street lights already ordered, and asked when they would be provided?

Ald. Watt mentioned some that had been put up on Monday.

Ald. Coleman said an additional boiler was being prepared for the power house and when that was done the new lights would all be provided.

Apple Crop a Failure.

Reports regarding the failure of the apple crop throughout the Annapolis Valley have not been at all exaggerated. In fact they have been underestimated. Some prominent farmers in different sections of the Valley were interviewed by a Halifax Recorder representative, and the information obtained is far from encouraging. Last year the crop was remarkably large, and this is the off year. Apples are the greatest output of Annapolis Valley and the shipments run up in the millions of barrels. A quarter crop is all that is expected, and if the prices run as low as last year the result will be disastrous. Some of the farmers sold in 1896 for prices that barely cleared expenses, and a good European crop will keep prices well down.

Where the apple crop has been a failure there is a great supply of hay. The heavy spring rains did much for the grass, and many farmers have their barns filled with only a half crop cut. Hay is being stacked in many directions, and many of the big hay producers are looking about for markets for pressed hay.

Jubilee Postage Stamps.

OTTAWA, July 30.—Postmaster-general Mulock's idea of issuing Jubilee stamps has been successful beyond the most sanguine expectations. Besides being a pleasing feature of Jubilee year it will add close upon a quarter of a million dollars of the revenue of the country and has increased the ordinary correspondence of the Dominion to a considerable extent. The post-master-general has now decided to authorize the issue of partial sets in order to meet the demands from various quarters for souvenirs. Every accounting post office in Canada will be supplied with partial sets from a half cent up to 50 cents and from half cent up to $1.00, the distribution amongst the offices being made in proportion to the volume of business of each office. This allotment will practically exhaust the rarer jubilee stamps but there will be probably about 30,000 of these partial sets so that every one who desires to spend fifty cents or $1 for such an interesting souvenir will have an opportunity. The issue of these partial sets will probably begin some time next week, probably on Wednesday. The demand for complete sets has been very large, about 9,000 sets having already been issued, and a sufficient number will be reserved to meet all legitimate demands. This figure will reach 10,000 before the year is out, representing $160,000. To show how widespread the demand has been the department has received an order from Moscow in Russia enclosing $100 and another of $60 from Constantinople. An order was also received from the staff commander of H. M. S. Rodney in the Mediterranean and another from a captain of artillery in France.

It was expected that the issue would meet all requirements for at least three months, but the indications are that it will not. As the number was limited by public announcement in parliament, and as the plates are to be destroyed in a few days, jubilee stamps will in the near future be a thing of the past. A very handsome portfolio enclosing a complete set of the stamps arrived at the department today, and after the postmaster-general had affixed his signature, it was forwarded to the Duke of Norfolk, postmaster-general of England.

W. T. Harris

again gives away a handsome PIANO ORGAN.

From now until the 2nd of Dec. 1897, with each dollar's worth of goods you buy and pay for at either our Grocery store or Boot & Shoe Store, you will receive a TICKET FOR A HANDSOME PIANO ORGAN which will be given away on the 2nd of Dec. 1897.

It will be conducted in the same manner as it was in 1895 and 1896, which proved very satisfactory and was admitted by all to be a square transaction.

On each ticket for the PIANO ORGAN will be printed PIANO coupon and number.

You get full value for every dollar you spend and some one is sure to get the PIANO ORGAN in addition.

The PIANO ORGAN is on exhibition at the RED STORE and is very handsome.

W. T. HARRIS,
Chatham, N. B.

DIED

At Chatham, Aug 3rd Laura Snowball Woods infant daughter of Wm and Margaret Woods aged 10 months.

Shipping News.

PORT OF CHATHAM

Entered from Sea

July 29—Bk Havre, 811, Gundersen, Liverpool, J. B. Snowball bal.

30—Bk Cyprian, 884, Hansen, Rio Janerio, J. B. Snowball bal.

Aug 2—S. S. Thomas Wayman, 1414, Stewart, Fleetwood, F. E. Neale bal.

2—Strathmuir, 1175, McDougall, Rio Janerio, Wm Richards, bal.

2—Bk Victoria, 708, Helgersen, Rotterdam, J. B. Snowball bal.

2—Bk Christopher Colombo, 749, Ageno, Havre, Wm. MacKay, bal.

2—Bk Apole Accame, 1189, Tossini, New Haven, J. B. Snowball bal.

Entered Coastwise

July 29—Sch Eliza M, Shea, Mimingash, master produce.

29—Sch Finn, Gallant Mimingash master produce.

29—Sch Nercid Cain, Summerside, B D Sharp bay.

29—Sch Sylvia, C Hall, Low, Halifax, Wm Richards bal.

29—Sch Jennie Armstrong, Grady, Summerside, master hay.

30—Sch Lizzie D Duguay, Tracadie, J B Snowball empty bbls.

30—Sch Janet A, Gillis, Tignish, master produce.

31—Sch Ada, Dignard, Tracadie, J. B. Snowball, lumber.

31—Sch Jennie May, Reid, Mimingash, master, produce

31—Sch Wild Brier C., Costain, Mimingash, master produce.

Aug. 3—Sch Marian, Jarts, Sydney, Dominion Pulp Co'y, coal.

2—Sch Florence May, Anderson, Newcastle, master, bal.

2—Bkt Nicanor, Wolfe, Montreal, G J Vaughan, bal.

2—Sch Ariasto, Jimmo, Bathurst, G Watt, shingles.

3—Sch Rosa, Ache, Shippegan, J B Snowball, lobster.

3—Marie Enesie, Richard, Magdalen Is', master bal.

3—Sloop Beaver, McGraw, Tracadie, A & R Loggie gen cargo.

3—Bge Monkland, Soula, Tracadie, J H Snowball lumber.

3—Sch Maria, Savoy, Shippegan, W S Loggie Co lobsters.

Cleared Coastwise

July 28—Sch Evening Star, Handrahan, Tignish, master, gen cargo

29—Sch Leigh J. Williston, Shippegan, J. B. Snowball, gen cargo.

30—Sch Lizzie D, Duguay, Tracadie, J. Davidson, salt.

30—Sch St. Peter, Gillis, Tignish, master, lumber.

31—Sch Reality, Miller, Alberton, master, lumber.

31—Sch Ada, Dignard Tracadie J, B. Snowball, bal.

Aug, 3—Sloop Beaver, McGraw, Pokemouche, A. & R Loggie, salt.

3—Sch Jennie May, Reid, Mimingash, master, gen cargo.

3—Sch Maria, Savoy, Miscou, W. S. Loggie Co., lumber.

PORT OF BATHURST.

Entered from Sea

July 29—S. S. Auretta, Henderson, from Fleetwood.

31—S S Marthara, Kerr, from Sydney.

Cleared for Sea.

July 27—S. S. North Flint, Owen, for Bowling.

PORT OF TRACADIE

Entered Coastwise.

July 26—Sch Lizzie D, Sonier, Chatham, Jas, Davidson gen cargo.

26—Sloop Beaver McGraw, Chatham, A. & R Loggie gen cargo.

27—Bge Monkland, Sonier, Chatham, J, B. Snowball bal.

28—Sch Mary Jane, Savoy, Chatham, W. S. Loggie gen cargo.

29—Sch Eagle, Soula, Summerside, master produce

29—Sch Ada, Guignard, Pictou, J. C. Coughlan produce

29—Sch Marion F. McLaughlin, Newcastle W. Ferguson flour.

Sch J, H, S, Sonier, Pictou, J. C. Coughlan produc.

Household Necessities
THE E. B. EDDY CO.'S

Telegraph
Telephone
Tiger....
Parlor...
MATCHES

They have never been known to fail

CANADA EASTERN RAILWAY.

SUMMER 1897.

ON and AFTER MONDAY, JUNE 21, until further notice, trains will run on the above Railway, daily (Sundays excepted) as follows:

Between Fredericton Chatham and Loggieville.

FOR CHATHAM (read down) MIXED	EXPRESS		FOR FREDERICTON (read up) EXPRESS	MIXED
6 20 a m lv	2 50 p m	..Fredericton,...	12 15 ar.	3 30 p m
6 30	2 53	....Gibson,....	12 12	3 27
6 50	3 05	...Marysville,...	12 00	3 10
8 20	4 07	..Cross Creek,..	10 47	1 20
9 40	5 05	...Boiestown,...	9 35	11 45
10 40 ar	5 50 ar	...Doaktown,...	8 50	10 45
10 45 lv	6 05 lv			10 40
12 05 p m	7 10	...Blackville,...	7 40	9 10
1 00 ar	8 03	..Chatham Jct..	6 45	7 50
1 50 lv	8 07			ar 7 30
	8 20	..... Nelson		7 10
2 30	8 40	....Chatham....	6 12	6 50
2 50 ar	8 55	.. Loggieville Lv	6 00 am	6 30 a m

FOR INDIANTOWN BRANCH.		FOR BLACKVILLE
lv 8.00 a m	Blackville	ar 5 00 p m
ar 8 50 "	Indiantown	lv 4.15 "

Connecting with I. C. R.

GOING NORTH.

	EXPRESS.	MIXED
lv Chatham,	3.10 a.m.	1.05 p. m.
Nelson	3.20 "	1.25 "
Ar. Chatham Junc.,	3.50 "	1.45 "
Lv. " "	4.15 "	2.30 "
Nelson	4.35 "	2.50 "
Ar. Chatham,	4.55 "	3.10 "

GOING SOUTH.

	EXPRESS.	MIXED
Lv. Chatham,	12.50 a. m.	10.10 a. m.
Nelson	1.10	10.30 "
Ar. Chatham Junction,	1.30 "