General Ansiness



Commercial teacher, of the principal ughness of the work that is being done mable rates of tuition, and the very low if hich board may be had, are some of the







Notice is hereby given that I propose build an extension to, the full length of and in front the wharf at the Richards Mill so-called, on south side of the River Miramichi. Plans of the same have been filed as the am, N. B., April 22, 1899 WILLIAM RICHARDS

. NOTICE 1899 1874

That F. O. PETTERSON Merchant Tailor

IS STILL AT THE SAME BUSINESS

Ouarter of a Century HE HAS BEEN DOING IN CHATHAM.

Always on hat,d a large stock of the most FASE IONABLE CLOTHS and TRIMMINGS and a selection of GENTS' FURNISHINGS

MORTGAGEE'S SALE.

To the beirs and assigns of John Curran late of the Parish of Blackville in the County of North-

Miramichi Advauce. OHATHAN, N. B., - JUNE 22, 1899. A Halifax despatch of June 14th says : ruled out.] The Dixon Klondike party is safe, Dixon, What are we waiting for ? Citizens of Chatham are endeavoring to ascertain when the Town authorities intend to proceed in a practical way with the construction of the proposed intend to proceed in a practical way

intend to proceed in a practical way with the construction of the proposed water and sewerage system. The sub-ject has been thoroughly discussed : an performance of consultant representation in the

The source of the source of

STOCKHOLM, June 16.-The members necessary areas of land at the Morrison despatch from Prof. Andree, the missing I have not changed my views at all. Brook, from which a part of the water supply, at least, is to come, not having Iceland, and Dr. Nansen, who examined pilots were justified in their course since in the supply of the water is to come, not having in the supply of the supply o yet been secured ; but what has that to it most carefully, declared that if Andree this difficulty arose. yet been secured; out what has that the work of constructing the sewers being proceeded with? These must be put in before the water system and, with the sewer work, the settling (i.i. Manual in the sewer work) water damages water damages (i.i. Manual in the sewer work) water damages water damages water damages (i.i. Manual in the sewer work) water damages water damages (i.i. Manual in the sewer work) water damages of the Morrison Brook water damages has no more concern than has the possible to hear the result of this ex-

erection of the big telescope for the pedition until September. true of the piping of the town for the cloisters of the Church of St. Etheldreda, had been issued, restraining the commission \$1000. hydrants, service pipe connections, etc., will have to be laid and put in before very different to that for which they as such. water is brought from Morrison's Brook were originally intended. Father Jarvis, Witness further said he thought a vessel water is brought from Morrison's Brook were originally intended. Factor out its, or from that source and artesian wells combined. What, then, are we waiting for? Has the present Town Council for? Has the present Town Council

abandoned the undertaking? Is it

slip away while we do nothing? The time is one for work, and the people this work, they have, with the perlook to those who alone are empowered cycles, on which they ride from one penses of secy, lawyer &c., the shares of 29 to act for them in the matter to do

mission to another. something better than-nothing. Speaking on the subject of the contract The Pilotage Question. system the other day in the House of The pilotage question on the Mirami-

chi is, we regret to say, still unsettled. It is, however, satisfactory to the owners of shipping, and also to shippers a little more latitude than at present. He the 28 pilots of that year received \$339 98. Hugh McLean said he had been three seathat there is practically no trouble said that in England tenders were not Etch year since 1892 the net shares of

whatever in getting ships in and out of asked for from the public, but from each pilot werethe port. In fact, the pilots are more parties knewn to be competent and exvigorous and watchful of late for the perienced. Mr. Tarte next said a good safety and proper custody and care of word for work done by day's labor. In vessels coming to the port than they the first place he took it that contract

work meant day's labor, only in one case have been for a long time. The differences between the commis-

the contractor employed men and in the or an average of \$395 net. The differences between the commis-sioners and the pilots may be safely left to be fought out on the personal and political planes which they have, for some time, occupied. Meantime, the

franchise, independently of Great Brita n's against the pilotage dues-never complained ference, than I interfered. I did not inter- not have been made public ; have no recolacceptance or non-acceptance of arbitra-ion. Snowball loaded witness's vessel. [Questions] After some questioning, witness produced them secret, as he states; have no record in reference charges for loading, etc., were the following telegram of May 25 which he lection that Col. Call was told to make then had sent to Majer Gourdreau, Deputy public; if it was agreed, as Messrs. Call and F. E. NEALE, Minister of Marine, on his own responsi- Snowball say, I don't think it was unfair

Longard, Dimock, Brown, Gibbons and a shipper of lumber from the port deposed bility, as stated by witness :

to issue debentures to cover the cost, and it needs only the necessary action made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first opportunity the com-made no effort to save himself. This is the first o sider the captain was jeopardizing his ship. work. The question, therefore, natur-ally arises: What are we waiting for? Some say that the delay is due to the necessary areas of land at the Morrison ones. reduction of the pilots' earnings, caused by the new regulations one tenth only, and not

one third as Capt. Dudley Walls does. I Sailing vessels pid \$6,568.63 Say one third of them tow in and out, 2,180.56 One third pilotage off which amts. to 729.85

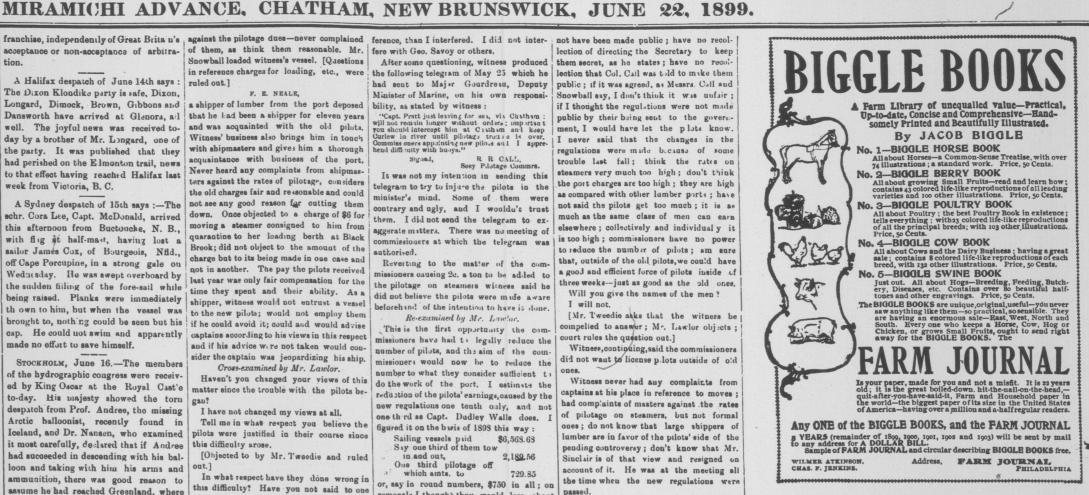
passed.

comm ssioner, was recalled and cross-examin ed by Mr. Tweediepilotage would be \$250. That would be a Mr. Tweedie here made known to the reduction of \$1,190. Against that I made Gave no instructions to Mr. Call i coming Paris exposition. The same is true of the piping of the town for the distance of the Church of St. Exhibits at a say ing of S300 and 2 secret; there was something said about not speaking of them, to see what would come water system. The mains, gates, Ely place, Holborn, are now, says a are from licensing any more new pilots and I have never had any desire to place the of them; was not asked anything respecting it may be a set from licensing any more new pilots and I have never had any desire to place the of them; was not asked anything respecting it may be a set from licensing any more new pilots and I have never had any desire to place the of them; was not asked anything respecting it may be a set from licensing any more new pilots and I have never had any desire to place the of them is a set of the s

I do not think the loss to the pilots under

machines while attending divine service. In Essex the unwonted spectacle of cross examination was resumed and he gave. When he came to Newcastle, on the occa-

abandoned the undertaking? Is it beyond their capacity to manage? If so, when did they find it out? If we are to have the new services—and heaven knows they are sorely needed— why is the summer-being allowed to and, in order that they may accomplish this work, they have, with the per-mission of Cardinal Vaughan, invested in papers of serv. lawyer &c., the shares of 29 pelses or secy, lawyer co., one of which they with one of Mesers. Risches verses who was there, pilots were \$453.56 each, out of which they told witness of another man, who was there, with one of Messrs. Ritchie's vessels. Jimmo pilots were \$403.00 each, out of white and paid \$1850 as half the purchase cost of 4 schooners, so that they had \$389.78 cash told Jimmo to bring the man along and he system the other day in the House of Commons Hon. Mr. Tarte, Minister of Public Works, said he had come to the conclusion that in the matter of contracts The total receipts in 1892 were \$11,663.67, The total receipts in 2892 were \$11,663.67, the total receipts and after paying expenses, each of the total receipts and after paying expenses, each of the total receipts and after paying expenses, each of each. In 1887 the total earnings were \$9202.60 ed for some time until the commissioners



Established 1866. DUNLAP COOKE & CO. Dunlap Bros. & Co., MERCHANT TAILORS. AMHERST, N. S. -AND-GENTLEMEN'S CUTFITTERS WALLACE, N. S. AMHERST. AMHERST, N. S. N. S. This firm carries one of the finest selections of Cloths including all the different makes suitable for fine trace. Their cutters and staff of workmon employed are the best obtainable, and the clothing from his establishment has a superior tone and finish. All inspection of the samples will convince you that he prices are right.

cations of the new pllots; would not think it wrong for the pilots to have been informed CANADA EASTERN RAILWAY, **SUMMER 1899.**

4	and capable of piloting vessels out. Witness	meeting from which Mr. Rundle went to	UNtil further notice, trains will run on the above	Railway, daily (Sundsys excepted) as follow					
sh	told Jimmo to bring the man along and he	ask the pilots to meet the commissioners when they refused to attend, etc., as already	Between Fredericton Chatham and	Connecting with I. C. R.					
30	brought Hugh McLean. These men remain- ed for some time until the commissioners	given by other witnesses.] Witness thought it a reasonable pro-	Loggieville.	GOING NORIE.					
57, of 18.	had positive assurances from Chatham that they could not get one of the old pilots to take a vessel out. Witness asked these men what experience they had had on the river? Hugh McLean said he had been three sea-	position that the pilots should have been consulted before the new regulations were made. Referring to the telegram of the 25th May from the commissioners to the minister.	(read down) MIXED EXPRESS EXPRESS MIXED 6 00 a m lv 2 50 pmFredericton, 12 15 ar.4 00	Expenses. MIXED iv. Ohatham, 10.25 p m. 12.50 p. m. Nelson 10.45 ** 1.10 ** Ar. Chatham Junc., 11.05 ** 1.80 ** Lv. ** ** 1.80 ** Noison 11.45 ** 2.10 ** Ar. Chatham, 12.06 a.m. 2.30 **					
	sons in one pilot boat and two in another; witness questioned him on the position of the buoys and he said he had helped to lay them; asked him if he knew the way through Gordon's turn and he proceeded to tell how he would do it, he described the position of	witness said he didu't try to prevent an in- vestigation of the difficulty Pilot Alex. Wilson said to him (witness) that he would have liked to come back, but having signed with the rest of the pilots he could not do so. The pilotage dues were high, particular-	10 01 5 05 Bolestown, 10 00 12 20 p m 11 05 6 05 1 vr Doaktown, 9 00 11 10 11 10 12 35 p m 7 10 Backville, 7 50 9 40 14 5 ar 14 6 ar 8 07 Chatham Jot 6 42 48 ar 0 - 20 ar 2 55 lv7 8 07 Chatham Jot 6 47 48 ar 7 40	GOING SOUTHE. Express. Mixes Uhatham, 12 50 p. m. 9.00 s. m. Neison 1.10 " 9.20 " Ar. Chathamyuncion, 1.30 " 9.40 " Lv. " " 1.50 " 10.25 " Neison 2.10 " 10.45 "					
all ots ere	the bitoys and channel, and witness asked him the course from Mussel-Bank beoy to Robiohaud's, he described McDonald's Lump and how to keep clear of it and the course of deep water from Robiohaud's buoy across the bay: asked the width of the channel at	ly on steamers-higher than they are in Dahonsie. COMMISSIONER HUTCHISON was recalled and said he had asked John Nowlap, one of the old pilots, to take out	The above Table is made up on Eastern stands The trains between Chatham and Fredericton will als Stations- Derby Siding, Upper Nelson Boom, Chelmo Carrol's, McNamee's, Ludiow, Astle Crossing, Clearwat Creek, Covered Bridge, Zlouville, Durham, Nashwaak, Ma Express Trains on I. C. R.run through to destinations on but not Mandar momines.	o stop when signalled at the following flag sford, 3rey Rapids, Upper Blackville, Blissfield er, Portage Road, Forbes' Siding, Upper Gross neer's Siding, Fenniac.					

not Monday mornings. CONNECTIONS are made at Chatham Junction with the I, C. RAILWAY P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. HAILWAY B. John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston Presque Isle, and at Cross Creek with Stage for Stanley. WALL WARKEN ALL AND ALL THOS. HOBEN, Supt. ALEX. GIBSON. Gen'l Manager

placed ; thought it public property when it Dunlap, McKim & Downs, went to Ottawa. At witness' concern's

wharves they generally got their moves for nothing : there was one case last summer in which a pilot offered his services and had DUNLAP, COOKE & CO.,

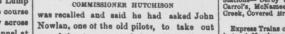
HON. ALLAN RITCHIR.

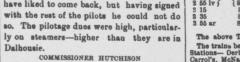
the moving of the vessel.

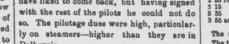
neeting from which Mr. Rundle went ask the pilots to meet the commission when they refused to attend, etc., as alread

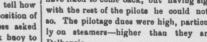
of deep water from Robichaud's buoy across the bay; asked the width of the channel at one of the steamers and he said if George

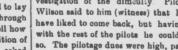
[Witness related the facts of the proposed











umberland. Notice is hereby given that under and by virtue of a power of sale in a certain indenture of morizage bearing date the twenty-second day of Neptember in the yeak of our Lord one thousand eight hundred and seventy nine, made between the said John Ourran of the one part and John McLaggan former-ly of Blackville in the said County of Northumber-inand and new of Meirees in the State of Massachu-sette, one of the United States of America, of the other part and registered in volume 60, mare 470.

by of Binekrville in the said County of Northutneer-mand and now of Melrose in the State of Mussekan-metts, one of the United States of America, of the other part and registered in volume 60, pages 479, 439 and 451 of the Northumberland County records, there will for the purpose of sail-lying the money memered by said morigage be soud at public ancelon in front of the Registry Office, in the town of Newcantie, in said County at the hour of twelve o'clock, noon, on Thursdey, the twenty-second day of Jone next, the lands and premises described in the radi indenture of nortigage viz — All the head methy of the twenty-second day of Jone next, the lands and premises described in the radi indenture of nortigage viz — All the original grant to Benjamin Clem as the front part of lot unmber seventeen, containing ous hundred acress more or least and anutcai and bounded as follows: "Beginning at a marked beind by McKanzie, thence running by the mag-net south one degree, west airty-one clains of four poles each, thence north eighty-aine degrees, west twenty chains, thence north on a dagree east iffy chains, to the slow of bas and of the river aforesaid and thence along the same down stream of the hone of the origin the source of the source of the store base of businer on the as and to the mag-net south one degree, west airty-one clains of four poles each, thence north eighty-ains degrees, west twenty chains, thence north on a degree east iffy chains, to the slow of the same down stream of the place of beginning."

Together with all and singular the buildings and improvements to the said premises belonging or in anywise appertaining. JOHN MCLAGGAN,





Josie Noonan's. THE BOUQUET.

Hats and Bonnets ever shown in this town, there should be a prohibitionist law on pilots. Come early that you may see all, select one, or go away charmed with the elegance of the combination, style, workmanship and price.

JOSIE NOONAN.



Guarantee Bonds and Accident Policies.

Accident Insurance at lowest rates. Protect your tide and your time by taking a policy in THE JAS, G. MILLER.



Gaspe. ts for the river for stated periods and JOHN CONNELL.

prevailed both here and at Ottawa in fact, generally better. connection with the whole matter. In the main the trouble appears to

have arisen out of the pilots' charges for removing vessels in cases in which no service was desired or required from

a pilot of 21 years standing deposed; on the them, and excessive pilotage on coal a pilot of 21 years statuting deposed, but at evening of 22nd May last-the day the pilots resigned-when asked by commissioner Hut-That is a difficult question to answer, barges. Most of their other charges resigned-when asked by commissioner Hatwhich were affected by the changed chison if he would be one of ten pilots for whether a good and efficient body can be got regulations were not and are not con- the Miramichi, told him he would not. outside of the old ones. John Jimmo and he said he could handle a square-rigged yes- are too many pilots. sidered excessive or unreasonable, so far Pilots and some of the shippers of the pert, Amon Savoy are good and efficient men. as we can discover. It seems almost incredible that an amicable arrangement incredible that an amicable arrangement with the commissioners, after which the 20. could not have been reached in reference to these, or indeed any other cause changes made in the regulations since 1882, port, had the right and obviously natur- by the commissioners. Pilot Tait and wit- when Hugh McLeao and Mich'l Jimmo

prevented all the facts from coming out, and helped to further prolong the trouble, which now seems to have come in winter; don't think the piloting of the witness said there had not always been a witness said there had not always been a New York for the victory, while the duty of effect-

> is little thought of by the belligerents. Prohibition in Iowa-

(Boston Herald.) It is instructive to note how certainly they are not sailors; a pilot should know the not because of his connection with the pilot- out after the difficulty arose; asked Geo. the prohibitionist movement in politics has declined when there was firm and be able to handle square-rigged vessels. Into because of his connection with the prot-square of the prohibitionist movement in politics and be able to handle square-rigged vessels. Into because of his connection with the prot-square of his connect The ladies are flocking to my show valled in Massachusetts for many years of three competent men might be had to act room and see the greatest display of artistic that it was absolutely necessary that as pilots, but no more, outside of the old

CAPT. JORGENSEN, the faintest ides of the splendor therein. or not. Attempts to enforce it more strictly master of the 500 ton barque, Arizons, who or not. Attempts to enforce it more strictly than usual always lost the party in power heavily in votes, until on one of these eccasions enough of its members mustered coursge to act with the Democrats and effect its repeal. Since then prohibition effect its repeal. Since then prohibition pilotage dues. has been practically an extinct issue there.

The same experience was repeated in Iowa. There the Republicans, after having supported prohibition for a long time, at last last the governor of the state on that issue. Then they ventured to abandon it and regained their control. Since that time prohibition in politics has

been unable to find a candidate for sovernor to head their state ticket. News and Notes.

An Associated Press cable says that the Cross-examined by Mr. Lawlor. Alaska difficulties have been practically smoothed over by a temporary agreement commissionere. until the meeting of the High Commission

ments for the covering of the well district with pipe lines and the eregtion of re-didn't think he was competent to pilot a fineries on the wharves of the company at 1ß ft, vessel cut, when he knew so little the Gaspe oil wells has completed arrange- Vessel drew 11 ft. water coming in;

The Government of the Transval states that it does not make arbitration a condi-tion of concessions. It will continue to

local public, who are, perhaps, some-what indifferent cannot but regret that good work as a contractor. The public wish and it would be impossible to reduce the number of pilots excepting by their own Bar, his answers satisfied witcess that he COMMISSIONER J. C. MI what indifferent cannot but regret that good work as a contractor. The public wish and it would be unfair to dismiss them Bar, his answers satisfied witness that he was well acquainted with the channel. Mcwiser and more open counsels have not works constructed by day's labor were, in save for just cause.

[Continuation of testimony at the enquiry should not engage in any other work but

Could you get as good men at the present better than any pilot. Capt. I the Norman out successfully.

......

From my personal knowledge.

Name some others ? I don't think I'll try to name any others. Nowlan got his license and after witness had

the government ordered has, no doubt, prevented all the facts from coming out, regulations; pilots, under these, made a bare were being questioned as to their ability to becu in vessels in and out of Miramichi but

down to a struggle between factions for the victory, while the duty of effecting a reasonable settlement, based on just and necessary mutual concessions, is little thought of by the belligerents. much acquainted with C. C. McLean and Jimme: don't know of their preserving and Mitchell Martin, pilot, had the contract for would not, therefore, be any individual loss. Road on line between John and Ben Forrest. Jimmo; don't know of their possessing any several years and the pilots fought with him Witness went to Chatham to assist com-

qualification as pilote, as they are not ex-perienced and, therefore, not competent; several years and the pilots long to what him missioner Snowball to get a pilot for the several years, as a private individual, and Mark Twain-the first vessel ready to go

Witness' correspondence with the depart-ment on the subject of the buoys was not those mentioned to take the Mark Twain [Here Mr, Tweedie wanted to get answers from having a chance to tender for the work; that vessels towing from Quebec to M

"If you don't take tug, I'll not stay by him; he had heard that they wanted one of with a desire to punish the pilots. you," Witness would not let Jimmo take their own body made secretary to the board his versel out and had Mr. Martin-an old of commissioners. There is considerable Am confident I can examine pilots for whether Jimmo is a qualified pilot or not. pilotage which devolves on the secretary not answer from personal knowledge; don't Vereker's corner to Mahoney's,

OLE A. HANSEN. master of barque Nymph, 399 tone, who n August. The company interested in develoting The company interested in develoting

as the masters go there for pilots. The the pilotage authority appointed me to ex-

coming in as to take the Nymph into water trouble and with the action of the pilots?

only 11 ft. 6 in. deep ; took tug at Horse. If telling the pilot-master that the pilots pilotage put on a tonnage basis. I am in

tion of concessions. It will continue to vessel ont himself, as he had been coming business of the port, as it would place them in a worse position than before, was inter-regulations and don't see why they should To pay Wm. Sweeney for work done, 25

Cross-examined by Mr. Tweedie.

the Horseshoe, the position of Lump buoy Savoy would do so he would take another, COMMISSIONER J. C. MILLER, recalled, and cross-examined by Mr.Tweedie,

fact, generally better.
Since accepting the resignations of the pilots the commissioners had fixed the number to be hereafter licensed at 12 and they also passed a resolution that they Since accepting the resignations of the Lean's answers in reference to square-rigged testified that he made no examination of the they also passed a resolution that they channel but not the working of a square- was to be said of the new regulations, but [Continuation of testimony at the enquiry before Capt. Bloomfield Douglas, R. N. R.] should not engage in any other work but that of piloting; this was to ensure greater that of piloting; this was to ensure greater at the could handle his own vessel the pilots are getting too much; 10 or 12

better than any pilot. Capt. Burnley took pilots would be ample to do the work of the port ; 15 new pilots could not be got right In reference to Michael Jimmo the examaway. Witness was desirous that the disination was similar to that of McLean and pute should be settled in some way. There

sel, that he had served with his father and Re-examined by Mr. Lawlor. should have had a license long ago. I think that if the pilots had made over-Both of these men were given licenses. tures to the commissioners they would have No others were examined by witness. Geo. been considered.

[Continued on 3rd page.]

John Blake, Commissioner. John Murdock's to Forrest road front road. \$15 Wellington road, Loggie road, ... Napan road, north side A. Murdock's to For-

Alexander Dickson, Commissioner.

To expend in district where most required including repairs to bridges, \$ 85 Special—On Forrest Road,... 100

Patrick Connors, Commissioner,

To expend in district where most required, \$80

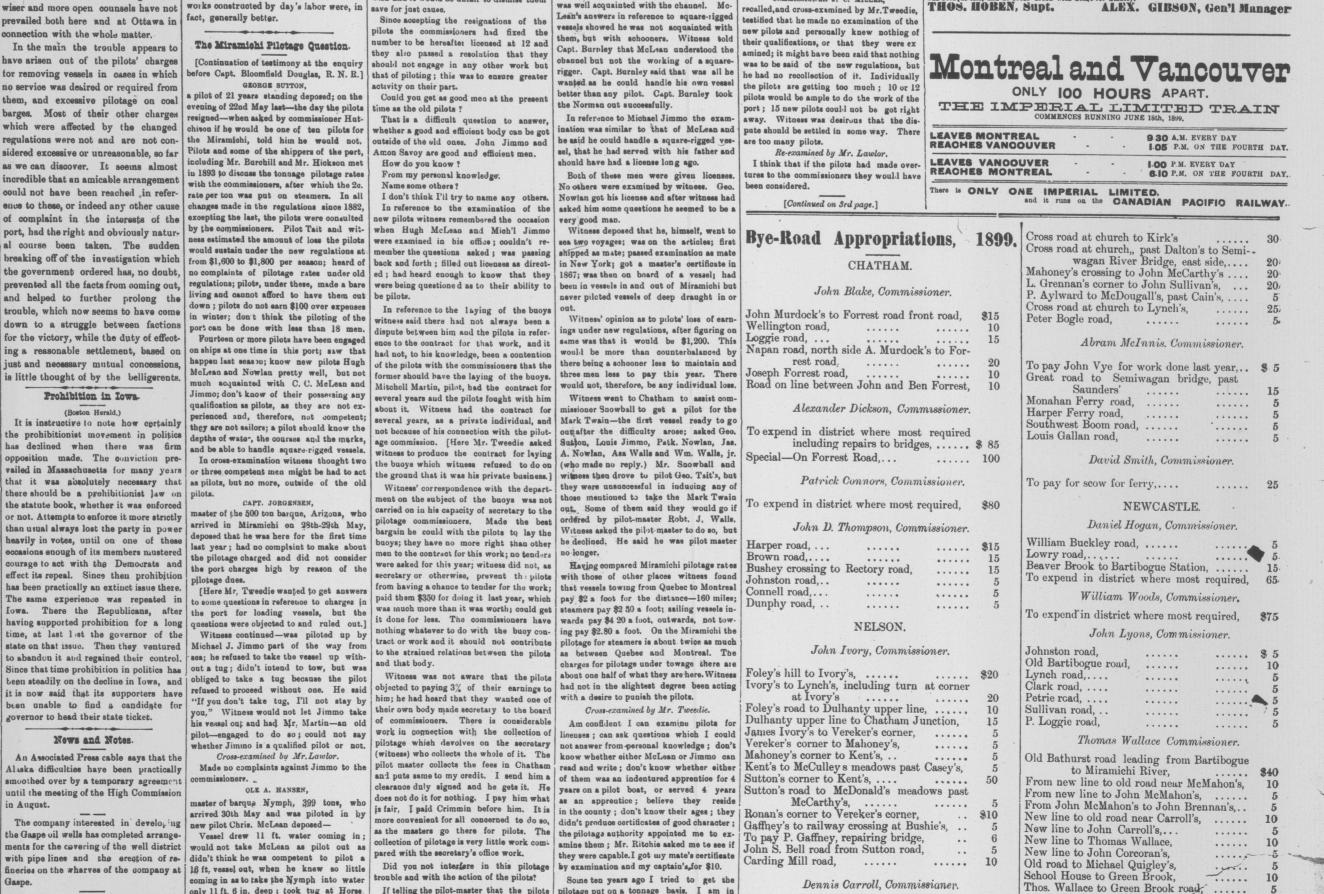
	Brown road,					1
age rates	Dublicy crossing to	Rectory road,				1
es found	Johnston road					
60 miles;	Connell road,					1
essole in-	Dunphy road,					1

NELSON.

John Ivory, Commissioner.

Since that time prohibition in politics has out a tug; didn't intend to tow, but was been steadily on the decline in Iows, and it is now said that its supporters have refused to proceed without one. He said objected to paying 3% of their earnings to the state object to paying 3% of their earnings to had not in the slightest degree been acting at Ivory's Foley's road to Dulhanty upper line, Dulhanty upper line to Chatham Junction, pilot-engaged to do so; could not say work in connection with the collection of linenses; can ask questions which I could James Ivory's to Vereker's corner, (witness) who collects the whole of it. The know whether either McLean or Jimmo can Mahoney's corner to Kent's, Made no complaints against Jimmo to the pilot master collects the fees in Chatham read and write; don't know whether either Kent's to McCulley's meadows past Casey's, and puts same to my oredit. I send him a clearance dnly signed and he gets it. He does not do it for nothing. I pay him what as an apprentice; believe they reside

Cross road at church to head of settlement, \$20



Thos. Wallace to Green Brook road, Old road to Moreman's, Old road to Edward McCarthy's, Daniel P. Meagher road, [Other parish lists will appear next week.]

Some ten years ago I tried to get the Dennis Carroll, Commissioner.