BUILDERS WANT:

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

FAMILIES WANT:

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

SELF-SEALING JARS, Pints, 65c. per doz., 1 pints 70c.

—ALL AT—

W. S. LOGGIE CO'Y, LIMITED.

Miramichi and the North Shore, etc.

PULP WOOD wanted in large quantities. See advt.

SUITS AND SINGLE GARMENTS, ladies' coats etc—See Mr. Weldon's advt.

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.

THE "ADVANCE" is for sale at Johnson's Bookstore, and the Circulating Library, Desmond building, next door to the Telephone Exchange.

THE THANKSGIVING SUPPER, at Loggieville, in aid of paying off the balance due on the manse, promises to be very successful. It will be held on the evening of Thanksgiving, the 25th inst.

STATION AGENT AT MONCTON:—Mr. Geo. B. Trueman, who has been an I. C. R. conductor for about 30 years, and is one of the best known and most popular men in the service, has been appointed station agent at Moncton and will enter upon his duties in that capacity on 1st December.

MIRAMICHI MARBLE WORKS:—No experiment in buying from us. We always send out the best stock and work that can be obtained. No order too small, none too large. We are watching the mails for your correspondence on the subject of cemetery work.

J. H. LAWLOR & Co., Chatham.

THE RAGNA:—The Norwegian bark Ragna, from Newcastle, has arrived at Queenstown after a very stormy voyage. On Oct. 19 the sea which swept over the vessel damaged the stern, smashed the boats and flooded the cabins. The nautical instruments were destroyed.

THE NEW DISTRICT COMMANDER:—Rumor has it that Lt.-Colonel Buchan of the R. R. C. I., will succeed Lt. Col. Maunsell as district officer, commanding military district No. 8. Colonel Buchan is an excellent officer and would do credit to the position. It is unlikely that the head-quarters will be transferred to St. John.

GOLD SEEKERS:—Messrs. William and Leonard Simpson, sons of Mr. Simon Simpson, and Mr. Millet Stewart, son of Mr. W. B. Stewart, all of Nepisiguit, left on Monday for Rossland, B. C., with the intention of going from there to Klondike in the spring. Mr. Jas. P. Stymiest, recently of Bangor, but now at his home in Nepisiguit, expects to start for Klondike early next spring.—[World.

OBITUARY:—Mr. T. S. Gellibrand, late of the London Timber firm of Morgan, Gellibrand & Co., died at Dover on 25th ult., in his 77th year. He was one of the best known men in the timber trade, having large interests therein, principally in Russia, although he also had some business connections on this side of the Atlantic. He visited Miramichi about eight years ago, and those who met him here will remember him as a very genial old gentleman and regret to hear of his death.

WAS IT SUICIDE? A girl named Katie Crew, a domestic servant in Mr. W. A. Hickson's family, Newcastle, was found dead, in a prone position, face downwards, in a shallow tank which receives the overflow from an artesian water pipe in rear of the kitchen of Mr. Hickson's residence. She is reported to have been in the house when the doors were locked for the night, about 10.30 p.m. Tuesday. No fires being made as usual yesterday morning and the front door being unlocked, search was made resulting in the discovery stated. An inquest is being held as we go to press.

CONDUCTOR WILLIAM DUNN KILLED:—As we go to press, announcement is made of the death of conductor Wm. Dunn of the Canada Eastern Railway, by falling from yesterday's freight train from Chatham for Fredericton and being run over. It appears that the train stopped at a tank a short distance this side of Marysville and conductor Dunn gave the signal to the driver to go ahead, at the same time getting on the van, from which he fell and was run over. The train was backed when he was missed and on reaching where he lay he was found to be dead. He was under 30 years of age, a member of the Chatham C. M. B. A., of excellent character and a general favorite.

KLONDIKE—YUKON GOLD FIELDS:—From information at hand, the Canadian Pacific Railway believe there will be a great rush to these gold fields in the spring of '98, and would add, *too early a start, or first to start does not necessarily mean first to arrive at destination.* All the various routes, viz., via St. Michaels; via Taiya or Skaguay; via Stickeen River Route; or via Edmonton, are being thoroughly investigated by the Company to ascertain which *of all is the best route* to go in by, and full information will shortly be in the hands of all C. P. R. agents. If you are thinking of going out, write to the District Passenger Agent of the C. P. R. at St. John, N. B., for information and you will get detailed reply as soon as it is received.

PERSONALS.—Miss Queenie McCoy, late of Chatham, is taking a course of vocal and instrumental music in the Conservatory of Music, Toronto, also, a course of oratory and elocution.

Misses Quinlan and Tweedie, the two lady members of the Chatham school board, made their first official appearance since their appointment, by visiting the west end schools on Monday. Both have been seriously ill for a long time and their many friends were glad to see them out again.

Henry C. Miller, Esq., who represents Messrs. Price & Pierce of London, England and Price Bros. & Co., of Quebec, arrived in town last Saturday on a two days' visit and was warmly welcomed by many old friends. He is now a resident of London, as he was *years ago*, before coming to Chatham as the agent here of the New Brunswick Trading Company, and it has been a matter of regret with all who are identified with the active life and progress of the town that he could not remain with us, for he was ever in the van with leaders in all good work and thoroughly identified himself with the best interests of the Miramichi.

John Stuart, Esq., of Hamilton, president of the Maritime Sulphite Fibre Company, was in town during the past fortnight.

Mr. Frank Harrison, of the Timber firm of Harrison, Mackenzie & Co., Liverpool, was in town last week.

Mr. Frank Curran, representing the Sumner Company, was in town on Tuesday.

Chas. J. Sayre, Esq., of Richibucto was in town yesterday.

Mr. J. J. Anslow of the Hants Journal was in town last week.

Jas. Robinson, Esq., M. P., visited Chatham on Monday.

A. E. Killam, Esq. I. C. R. bridge inspector was in town this week.

Congratulations are being received by Mr. C. R. Mitchell of Newcastle, who studied law in the office of Hon. L. J. Tweedie, Q. C., Chatham, who was admitted an attorney at Fredericton last week. Mr. Mitchell took first place amongst those examined. Mr. R. W. McLellan, also a Newcastle boy, passed and entered at the same time as Mr. Mitchell.

A Native of Chatham.

A Bracebridge, Ont., despatch of last Thursday says "Rev. Dr. Clarke, pastor of the Presbyterian church here during the past twelve years, died at the manse today, after a short illness, in his 70th year, deeply regretted by the citizens of all classes. The reverend gentleman was always active in every good work, and his loss will be very much felt. Dr Clarke was born in Chatham, N. B., in 1827, and was educated in Halifax, N. S., and Glasgow, Scotland. He taught English and classics in the old Grammar school at Toronto, and afterwards studied medicine, obtaining his degree from the Toronto School of Medicine, and, after practicing two years in Toronto, he removed to Paris, Ont., where he was in active practice for twenty-two years, with the exception of one year, when he went to Brantford and took the position of principal of the Ladies' College. In 1885 Dr. Clarke entered the ministry of the Presbyterian church, and received a call to Bracebridge, where he has remained in active work until his death.

A Valuable Work.

The Quebec Chronicle says:—Mr. D. G. Smith, Editor of the Chatham ADVANCE, has done the northern part of our sister Province of New Brunswick a real service in reprinting the Rev. Robert Cooney's history of that section and of Gaspe. This work was first published in 1832 by the Hon. Joseph Howe, who also published Haliburton's Nova Scotia. It has been continually quoted for years and has long been regarded as a standard work within certain limits. Mr. Cooney became a Wesleyan Methodist minister after he had withdrawn from the Roman Catholic Church. He was a voluminous writer and several of his lectures and sermons and an autobiography, besides this history, have been given to the public. He possessed a graphic style, and though his history is sometimes rich in errors, it is very valuable in parts. The original edition is rare, but this reprint, which we hope will have an extensive circulation, is reproduced from the introduction to the last page exactly as it was published sixty-five years ago. The "number of pages and of lines to a page, as well as the beginning and termination of every line, are the same, so that any references in other works, to Cooney's history, by page or line, will apply to the present edition exactly the same as to that printed by Mr. Howe in 1832." The work may be had from the publisher Mr. D. G. Smith, Chatham N. B., or from Messrs. J. & A. McMillan, St. John, N. B. Price $1.50, postage paid.

From $20,000 to 50 Cents.

Ex-alderman Nicol seems to be the peace-and-shield artist of the late council. It was he who by public letters to the press and in his position as a member of the council made frequent attempts to show that Chatham needed a public building on the big scale of that now erected. There was nothing mean about his ideas of grandeur in the matter. Being afraid, as a consequence of his fighting so high in the building matter, that something might blow him higher if he again offered for the position of alderman, he prudently gave up his job as a city father. As soon as he did this everybody commended his good judgment, and he was about the last man expected to thrust himself forward, uninvited, to advise the ratepayers as to what they should do in the administration of town affairs. He bobbed up serenely however, at last Thursday night's meeting, with a "cheap John" list of furnishings for the new building, in which a noticeable feature was fifty cent chairs and other appointments in keeping therewith, so that those who listened to him were forced to the conclusion that alderman Nicol, a promoter of the scheme to erect an elaborate public building for which the town had neither present need nor funds to pay the contractor, and ex-alderman Nicol, who had been shorn of his power to be extravagant and had returned to the region of refuse pine and fifty cent kitchen chairs, were very dissimilar characters. If his fifty cent chair proposition for his $20,000 building was insufficient to enable people to size him up, the next way in which alderman Robinson caught him over his condemnation, on the grounds of extravagance, of a hot-water heating system and the plumbing proposed for the building, was calculated to do so. When Mr. Robinson reminded him that it was on the plans approved and the tenders sent in on the invitation of the late council, that the present council's estimates were based, he coolly said they were not bound by any of these things. The Nicol class of public men are misfits in Chatham, and the ex-alderman should realize the fitness of things and make his retirement—for a time at least—one in fact as well as in name. He is young enough to learn, but he ought to do so before playing the role of teacher or adviser in a town of the size and importance of Chatham.

Wreck and Death in the Breakers!

Tuesday night of last week brought one of the worst storms that we have had on the Miramichi for a long time. The wind blew very strongly from the east and was accompanied by snow—the squalls at times being of the strength of a gale. It was a night of danger to vessels not in harbor and especially so to any on the coast, for while the lights could be seen at times, the snow at other times shut them out entirely for long periods. It was under these conditions that the little schooner Janet A., Capt. Albert Gillis, of Tignish, owned by the captain, laden with produce, cattle, &c., and having on board two other men besides the master, and two women, attempted to enter the port of Miramichi, but, overrunning the outer south channel, was stranded on the east, or outer, side of Fox Island.

The vessel went ashore about three hundred yards north of Thibedeau's Gully, at a place which at this time of the year is one of the most lonely spots on the coast, for the men who work the Williston salmon fishery there in the summer season were, of course, away. We understand that Mr. Geo. Mills, keeper of the southerly range lights on Fox Island was the first to observe the wreck, on Wednesday morning. The body of a man—a seaman—was first found lying on the beach and, soon after, that of another. There is little doubt that the first was that of Thomas Spencer, a seaman known to be on board the ill-fated vessel, and who was shipped at Alberton, where she called after leaving Tignish. The other body was that of Capt. Gillis, which, when discovered, was almost wholly buried in the sand, of which Fox Island and its wide, flat shores are composed.

It was at first thought that no living thing on the schooner had survived the casualty, but on Thursday when Mr. Mills made his second visit to the scene of the disaster a cow made her appearance, coming out of a clump of scrubby bushes near the Williston buildings. The poor animal followed him as he went up the island to the lightkeeper's dwelling. Meantime there were found along the shore carcasses of swine, quantities of cabbages, oats, hay and wreckage from the schooner but no bodies other than the two first found were discovered until Sunday, when Chas. Bremner and John Mills saw the feet of what they supposed was the remains of a man sticking out of the sand on the shore about two miles north of the wreck. On getting the body out it proved to be that of a girl—Miss Susan Champion. It was but scantily attired and the boots on the feet—elastic side gaiters—turned out to be those of Capt. Gillis, so it is conjectured that the poor girl was in a berth below when the vessel struck and put on the boots in haste to get on deck. She had a dress waist on and as some skirts and other female apparel were washed ashore near the wreck it is thought that she may have taken these on deck with her, having no time to put them on below.

When the first two bodies—those of the men—were found they were put in coffins made of rough boards, the only available material for the purpose on the island, and put in Mr. T. B. Williston's ice house, awaiting the action of the authorities, Mr. Alex. McLean having charge of them in the meantime.

Intelligence of the disaster reached Chatham on Thursday night, but the accounts of it were conflicting, one placing the loss of life at one person and another going nearer to the real facts, and it was not until communication could be had with Tignish that anything near the full extent of the loss of life involved was realised. Capt. Costain of the sch. Wild Brier, who had made the trip over from Prince Edward Island in his vessel on Tuesday and successfully entered the port an hour or two before the fatal attempt to do so was made by Capt. Gillis, gave us a fairly correct idea of the magnitude of the disaster, but it cannot be said, with absolute certainty, even up to the present writing that there were not seven persons on board, instead of only five, although the lesser number would seem to be the correct one. Some of the P. E. I. men in port—notably Capt. McCarthy—interested themselves in trying to have the Chatham authorities send a small steamer down to the scene of the wreck on Saturday to bring up the bodies, but none of the smaller boats were available. Senator Snowball, being applied to on Saturday night, willingly placed his steamer, St. Isidore, at the service of the friends of the unfortunate people and she left Chatham at about half past 8 a.m. on Sunday in charge of Capt. Shand. Amongst those who went down to assist were Ald. R. Flanagan, Messrs. Alphonse Commeau, J. C. T. Arseneau, Capt. McCarthy of the Lévinia, Capt. Mackey of the Maggie McBeth, Jas. Handrahan, Mich. Lynch, Antoine Perry, Jas. McLaughlin, Frank Scott, Fredk. Jenkins, John Hill, Capt. Lantaigne, of the Leo, and others. The steamer was run near the scene of the wreck. The men went ashore to bring off the bodies of Capt. Gillis and Spencer and as they were about to embark them information was brought to them of the finding of the body of Miss Champion on that day. This necessitated the going of about the whole force over two miles up the beach, with a rough bier made by Mr. Commeau and others while the steamer was running down river in the morning, and the carrying back thereon of the body, which had been wrapped in a sheet supplied by lightkeeper Williston, and roughly coffined. It was a laborious task to carry the remains so far, but the men divided in relays and accomplished it, the three bodies being placed on board the St. Isidore by 4 p.m. The steamer arrived in Chatham about 7.30 and Ald. Flanagan generously became personally responsible for their care, saying he would see them properly disposed of if they were not taken care of in any other way. He said he knew that Capt. Gillis' family would send a representative here for his remains, and Mr. Fred. Jenkins, whose wife was a relative of Miss Champion, would do what he could to care for her body. The three bodies were placed in a sample room connected with the Cameron House—the old Muirhead homestead—and on Monday were prepared for burial, Mrs. Jenkins, Mrs. Harry Eagles and Mrs. Monaghan first caring for the body of Miss Champion and Messrs. Jenkins, Brobecker, Capt. McCarthy and others those of Capt. Gillis and Thos. Spencer.

It was only on Monday that satisfactory telegraphic communication was established, the storm of Thursday having demoralized the service by breaking the wires all over the country. Mr. Flanagan received a telegram from Mr. A. G. McFadzen, of Tignish, on Monday intimating that Miss Champion was to be buried here and that Capt. Gillis' brother, Mr. Edmund Gillis, was on his way to Chatham to take charge of his brother's remains. Spencer, who was evidently an old sailor, as suggested by tattoo marks on his body, having no known relatives, it was determined to bury him here also.

The interment of the remains of Miss Champion and Thomas Spencer took place yesterday morning. Their bodies, and that of Capt. Gillis, were arranged in the caskets in the room where they were prepared for burial, which was almost filled by friends and sympathisers. The service was conducted by Rev. G. M. Young, pastor of St. Luke's Methodist Church, and the hymn, "Nearer My God to Thee," was sung, led by a choir consisting of Mrs. Fallen, Mrs. McLoon, Mrs. McLean, Miss Fitts and others, after which there was an appropriate scripture reading, followed by a prayer, and the hymn, "Jesus Lover of My Soul" which closed the solemn house service. Interment was in the Methodist burial ground where Rev. Mr. Young offered prayer.

Last night Mr. Edmund Gillis, who had arrived on Tuesday night, left by train for Tignish with his brother's remains.

It is known that two more bodies are yet unrecovered. One of these is that of Wm. Harper, of Tignish, one of the crew of the lost schooner; the other that of Mrs. Clarke, wife of Thomas Clarke of Lot 10.

It is also reported that a lad named Elliott, brother of Mrs. Clarke, and a Miss Foster were passengers, and that they boarded the vessel at Alberton, after she sailed from Tignish.

It should be mentioned that much "good Samaritan" work has been done by a few persons in the community in connection with this fatality. It was begun by men of Hardwicke who were on Fox Island or went there to render what aid they could in the circumstances, and we regret that we have not their names. They found some $24.00 upon the body of Capt. Gillis and accounted for it, made coffins for the bodies out of such material as they had and cared for them. As we have stated Mr. Snowball gave the services of his steamer, one of the largest in the port, as a means of bringing the bodies to Chatham from a point thirty-five miles distant. Ald. Flanagan and the others named went down to assist in the work. Mr. Flanagan also took necessary material such as sheets, etc., for the bodies and ordered from undertaker Hackett caskets, burial robes, etc. Of course, he will be reimbursed for some of these, but for a part of the expense, he is responsible, and may not be paid. Mrs. Jenkins and other women and Messrs. Jenkins and Brobecker, Capt. McCarthy and others prepared the remains for burial, everything being done decently and in a manner befitting a true christian spirit. All this is creditable to the community and must be a source of satisfaction to friends at a distance who mourn for those who died in the storm and wreck.

Ratepayers' Meeting.

The meeting of ratepayers of the town of Chatham, called by Mayor Winslow for the purpose of voting upon the proposal to ask authority of the legislature to make a further issue of bonds, took place on Thursday evening last in Masonic hall, and was well attended. The hour fixed for it was 7.30 but it was about 8.30 before the proceedings commenced.

Mayor Winslow stated that he had been requested by the Council to call the meeting for the purpose of getting the ratepayers' sanction of an application to the legislature for a further issue of debentures to wipe out a debt which had been incurred in erecting the new town building, and to meet other expenses connected therewith. He read the advertisement calling the meeting, and also the 15th section of the Chatham incorporation act, showing that it was necessary to get the ratepayers' consent by a majority vote at a meeting properly called, before applying for further bond legislation. He said that this meeting, being properly called, it was proposed and recommended by the town council that a further bond issue of $10,000 be approved,— and he read the resolution of council to that effect, as published in last week's ADVANCE. Proceeding, he explained the financial position of the town, showing that when the new council took hold of affairs they found that after applying sufficient of the money remaining out of the $20,000 bond issue to replace the street over-expenditure of the late council, which had been paid out of school and other moneys, providing payment for water pipes ordered by the late council and some other necessary extras for the town building, there was not sufficient money to pay the amount of his contract to Mr. McDonald, the shortage being $5,000. In addition to this amount a further sum of $5,000 would be required to pay for plumbing, heating and furnishing the town hall, laying pipes to the river, or elsewhere, for the purpose of securing a water supply for the steam fire engine, sidewalks on the front and west side of the building, putting the wharf in better condition so as to have a revenue from it, etc. They hoped they might, perhaps, effect a saving by heating the building by steam instead of hot water and economizing in some respects, so as to save something for the further improvement of the streets. He said he had heard of the opinion being expressed that the town was not liable for the excess of the contract price over the bond money available, but the town was liable, and it was much better that bonds should be issued to pay the debt, than that it should be added to the assessment to be made from year to year. Having thus placed the object of the meeting before them their duty now was to organize by appointing a chairman and secretary.

The meeting then elected Mayor Winslow chairman and Mr. Thos. Crimmen secretary.

Ex-alderman Nicol moved that the meeting authorize application to the legislature for a bond issue of $10,000. He did not think that the paying off of the street indebtedness out of the money accruing from the first bond issue was quite fair to the late council. It made it appear that they had entered into the contract for the new building when they had not, within $5,000, sufficient money to pay the contractor. But that was not so, as they were hardly $2,000 short. Mr. Nicol attempted to demonstrate this by claiming that nothing should have been taken from the bond fund to cover the over-expenditure on streets, which he said was paid already.

Mr. R. A. Lawlor: Where did your council get authority to take funds belonging to other services to expend on the streets—the school money, for instance?

Mr. Nicol said he was not aware of any accounts that had not been paid. There was plenty of time to provide money for the street over-expenditure; it could have come out of the bond money now proposed to be raised.

Mr. W. R. Gould seconded Mr. Nicol's motion.

In reply to a question by Mr. Chas. Bernard, the Mayor again explained what the money asked for was to be expended on.

Ald Robinson suggested that a considerable sum would be required next season to renew the pipes from the Armstrong tank to the Coleman field. He thought the ratepayers would hardly care to have a special tax for that.

Mr. Nicol said that could well be left with the Council who, no doubt, would do as well as the last Council (great laughter.) He could not, himself, figure out where they were to put the whole $10,000 asked for, but his object in making the motion for that sum was to have a balance left for work on the streets. Respecting the heating of the new building he said he heated his own house with hot air and what was good enough for him ought to be good enough for the town building.

Mr. W. B. Snowball:—How would you heat the cells with a hot air system?

Mr. Nicol said they might have stoves there (laughter.) He then read an estimate of furnishings prepared by himself in which 50-cent chairs and other cheap stuff figured, and said if the $2,000 hadn't been taken from the bond money to pay the over expenditure on streets, it would only require $3,167 to furnish and finish the public building. He thought the cost of plumbing and heating could be materially decreased by modifications.

Ald. Robinson said it was the late council that approved the plumbing and heating systems, and it was the tenders invited thereon by them that the present council was dealing with.

Mr. Nicol: Yes, but the late council would not be bound to accept any tender.

Mr. Robert Murray here expressed his surprise that the members of the town council were not on the platform to assist the Mayor in explaining the town's requirements.

The Mayor said they had deputed him to speak for them.

Ald. Loggie said he would like to hear the views of citizens generally on the Council's proposals in reference to the new bond issue, and there were calls for Mr. Snowball.

Hon. Senator Snowball said he came, like others, to the meeting for information, not having had opportunity to look into matters for himself. A good deal of money had been raised and spent last season, but he had not heard anything of the details. The town should have a new valuation and a readjustment of the taxation. What was the amount of money assessed on the town this year?

The Mayor:—$14,084.

Senator Snowball said that, with the bond money, made over $34,000 raised, and there should be a statement of what it was spent for before a new bond issue was asked for. Couldn't the town offices be readjusted in the direction of economy? He didn't think the Mayor had had time to get hold of the financial affairs of the Town yet, but it was no use to talk of issuing only $10,000 in debentures. Another $10,000 at least was required. Why should the town pay Mr. McDonald five per cent interest on the balance of his contract when it could borrow the money at four per cent. and pay him off? [applause.] He would favor applying for power to issue $10,000 in debentures next year and $10,000 more in 1898, but in the meantime he would move that this meeting adjourn to meet again after the finances of the town were more fully looked into and could be placed before ratepayers.

Ald. Loggie pointed out that the accounts had been examined by a special committee and a full statement of the town's affairs made and published in the papers.

Mayor Winslow read the financial report of the town accounts to date and said he had explained the transfer of $2,000 bond money to the general account to replace the money improperly paid out of it for over-expenditure on streets, and to save the ratepayers from having that amount assessed on them next year, in addition the ordinary taxation. He didn't know of any further or fuller account that he could obtain. If the ratepayers would give $10,000 more than the $10,000 asked, for expenditure on streets and sewers, he would be glad, for sewers were badly needed as shown by the prevalence of typhoid fever in town. As to the officers of the town, their salaries were not extravagant. A janitor for the new building would soon be required and they would, he supposed, have to combine that position with those of engineer and street inspector. He could not see that anything would be gained by adjourning the meeting, as all the information available had been secured and published.

Hon. Senator Snowball said that the arrearage of taxes, $3,000 was more than it should be, He passed a closed store the other day and was told that its late proprietor had run away and left his taxes unpaid. He thought the contingencies were too large. What was that large sum for?

The Mayor:—A $700 note due and on which money had been raised for town purposes was paid out of it; also town officers' salaries and other necessary items.

Mr. Snowball said he was one who favored incorporation, though it hadn't worked out just as many would like. Perhaps the council had done the best they knew how, [laughter.] We were just starting out, however, and the town must be improved [hear, hear!] There was no town in Canada where the people were better employed or in more comfortable circumstances. There were few men who had been ten years in Chatham who did not own their homes, and poverty was almost unknown. We want to make the town a little better, however, in some respects. We want a competent engineer—not a fellow with a spirit level—to design a system of sewers, so that we may start rightly and on some principle that will give us work that will do for all time—a system on which we can work judiciously and for the public benefit. He, therefore, moved, in amendment to Mr. Nicol's motion, that authority be asked to issue $20,000 in debentures—$10,000 to be issued in 1898 and 10,000 in 1899—the last mentioned sum to be for streets and general purposes, including a survey for a sewer and water system.

Mr. Nicol withdrew his motion,

Ex-alderman Watt said if they were going to exceed the $10,000 asked for by the council $20,000 was not enough. If they went that far they should go further and get enough to construct water works under the Act authorising the town to do so, and he said they should begin within 15 months, for if they didn't a private company, which also had an act for the same purpose, would have the right to go on with the work.

Senator Snowball said the water undertaking would have to be a distinct and separate one. If the town was to take it up let the council lay its scheme before the ratepayers for their judgment and ask for a vote upon it at a future meeting.

Mr. Nicholas Cunningham said the town was owned now by somebody else as he had predicted when incorporation was proposed. What money was spent should be shown.

There was considerable discussion and several suggestions in reference to limiting the time of issuing the proposed bonds, so that the whole $20,000 would not be spent in one year, and as the Mayor was about to put the motion—

Mr. J. L. Stewart, after referring to the high position of the mover of the $20,000 resolution, said they were proposing to take a $10,000 leap in the dark and hadn't taken a lesson from the course pursued by the late council. The extra $10,000 should not be given without a definite statement of what was to be done with it. They should get a proper survey and estimate for water works and sewerage and then ask for the money. This council was all right and had the people's confidence, but the next might be composed of "the worst duffers imaginable." He was taking a common sense and businesslike view of the matter, which he knew would commend itself to the meeting, and he moved that authority for a $10,000 issue of debentures only be asked for.

Ald. Flanagan seconded the motion.

Mr. R. A. Lawlor said he didn't know whether the purpose of Mr. Stewart was merely to make a speech, or that he really did not comprehend what Senator Snowball's motion meant. He seemed to have failed to understand the plain facts stated—

Mr. Stewart (excitedly)—Pay more attention to my motion and less to me.

Mr. Lawlor: I'm attending to the motion and also to the mover. Mr. Stewart had given a good deal of taffy to the present council, but he assumed that the next one was to be composed of "duffers," but he might rather assume that the ratepayers would be quite capable of electing a good council next year, also. Money was asked for to pay the town's debts and to finish the public building. Money should also be voted to improve our streets and sidewalks, and we ought to have $15,000 or more, instead of the $10,000 extra.

Mr. W. B. Snowball, who made the speech of the evening, said he thought the $20,000 proposition commended itself to all. If the present council spent the $10,000 extra and didn't do so judiciously they would not be elected again, and he thought the people could be trusted not to elect "duffers" to the town council and give them $10,000 to spend. He referred to the condition of the streets and thought they could be very much improved with an expenditure of $10,000. Referring to the large traffic on Water street he said the two mills alone kept 33 teams constantly hauling on them with loads averaging about 2,300 lbs. Mr. Wm. Richards, who was the second or, at all events, the third largest ratepayer of the town had said he would favor a bond issue of $20,000 to pay the town's debts and then improve the streets [applause.] He (Mr. Snowball) was in accord with Mr. Watt on the subject of a water and sewerage system. We must come out of the old ruts and Chatham must be made to keep pace in the matter of modern improvements with other towns and cities. He compared old-fashioned tenements, with dirty surroundings, and those having modern appliances, such as water supply, baths and other sanitary improvements, and asked which people would prefer. We must improve the appearance of the town, so as to make it attractive to strangers. Chatham has everything that is desirable in the way of climate, situation and pleasant surroundings, but if we do not modernize it, it will not make the progress that is made by other towns where the people realise the need of improving and beautifying them. Our credit is good, for our 4% bonds bring more than par in the open money markets. We should raise money for improvements in our own interests and those of future generations. The next generation will not have to redeem the bonds we have issued or those proposed, for money is getting cheaper all the time and when the bonds mature others will be floated at a cheaper rate of interest to pay them off. [Applause.]

After some suggestions by Mr. Nicol respecting the mode of issuing the bonds, which, however, were not entertained, the question on Mr. Stewart's amendment for a $10,000 issue was put, and it was voted down.

Senator Snowball's motion for $20,000 was then voted on by those in favor going to one side of the hall and those against to the other, and it was carried by a very large majority, estimated at about seven to one.

The meeting then adjourned.

Increased Majority.

DRUMMONDVILLE, Nov. 14.—The bye-election to fill the vacant seat in the commons for Drummond and Arthabaska, which was caused by the retirement of the sitting member, brother of the present candidate, resulted yesterday in the election of Lavergne, Liberal, by over 1,300 majority. Voting in a great many outlying places was light, which was due to the bad state of the roads.

At the general election in 1896 the Liberal candidate, now Judge Lavergne, had a majority of 465. There was very little excitement over the matter, as the result was a foregone conclusion, though some Conservatives did seem to hope that Noel, the Conservative candidate, formerly a Liberal, might make a break in the Liberal ranks.

A Big Gold Mine.

The Electrolytic Marine Salt Co. has been incorporated at Portland, Me., with a capital stock of $10,000,000.

The purpose of the company is to wrest from the sea the gold that is held in solution, according to the promoters' belief, by a jealously guarded secret process.

The discoverer of the wonderful process by which the gold is to be obtained is Rev. P. F. Jernigen. He says there is one grain of gold in each ton of sea water, and by handling billions of tons of the salty the company expects to amass a fortune exceeding the dividends of the Standard oil trust.

The first issue of stock to be placed on the market will comprise 100,000 shares. The company proposes to place a large block of the stock on the New York market.

On the coast of Maine there is an abandoned grist mill which will be used by the company in its first essay at recovering gold.

The inventor declares that a scientific experiment proved that sea water was impregnated with gold.

Klondike Mother Goose.

Sing a song of Klondike!
Miner full of rye,
Cost him ninety dollars,
Whiskey's dreadful high.
While the rye was working
Miner tried to sing—
Now behind each shoulder
Sprouts a handsome wing.

Jack Spratt could eat no fat,
His mate could eat no lean,
Because no meat was there to eat
And snowballs tasted mean.

WHAT A BOY MAY DO.

A Veteran Poultry Fancier Gives Some Instruction.

"I have bred poultry almost constantly for over 50 years, but how little I know." Even the best of us must confess this with me, looking from our own standpoint of what is perfect knowledge in poultry culture. Yet at all events there are millions who know less than we do, and it is to these—the young breeders, the beginners—that I wish to speak.

Supposing my reader is now a boy of 12. If you will hatch and raise 25 chickens each year, winter 12 females and a male and will follow my directions for 30 years, at 42 you may have in bank or invested in a farm $8,000, and at my age $10,000 to leave to your children, and you can do it all before breakfast and after supper and attend to all other necessary control of your business or your play. How? Even you, my boy, can build a fowlhouse large enough to quarter that many fowls. You can build two chicken coops 30 by 80 inches square, with sides 15 inches high, double roof, with slats put on in front, with the rear boards like sides and top, making a nice nest on the ground in April, placing these coops over them, setting two hens, when they hatch giving all the chicks to one hen and setting the other over again. These three pittings will square for you as a rule the 25 chicks you desire. In July sell all the males but the best two you choose to keep. In September sell the old set and clear your fowlhouse for the pullets, that they may enter upon their yearly task of furnishing you eggs. The market for poultry meat and eggs, if you live in Natick, would enable you to sell the 144 dozen eggs your flock would lay for—

Thirty cents a dozen—144 dozen at 30 cents	$44 20
The 12 cockerels would bring you as small cocks in July	7 20
The 12 old hens in September	6 00
Total, reckoned at a low figure	$57 40
The keeping of the fowls will cost you 18 bushels of corn or its equivalent in other grains	9 60
Profit	$47 80

Put that sum at interest at 6 per cent. I will grant you are smart enough to make it do better, but at that, reckoned for 30 years by decimal fractions (you know the decimal system is my way of judging), and should you each year put $47.80 in the bank, it will in 30 years amount to $3,669.04.

But I have forgotten a little item—that if you are not willing to use a little extra effort to get that which would cost nothing but labor at such times as you could not sell it for anything, taking it out of your recreation, the cost of keeping those chickens for the four or five months of their lives would be about $6. Now, for 30 years it would be $180, and 15 years' interest on that amount, $374.60, must come out of your $3,669.04, leaving $3,294.44. You see you have your $3,000 left and $294.44 to go to the world's fair or spend going to the poultry show, where you may learn how you can breed chicks fine and thoroughbred and thus be enabled to sell stock for breeding purposes to treble the plant of yours earn ten times that money.

But, my young friend, go all through the computations and see if I am not right. You ask, Do you know of a boy that has done this? Well, I know a boy who commenced with the 12 hens and a cockerel, but he did not put his money in the bank. If he had, he would have been worth dollars where he is now worth cents. But that road is open to you. Yes, a larger and wider scope is open to you, for if you commence with thoroughbred stock and put the care and love for the flock into the scales that sum may reach proportions that will care for the remainder of your life—after you have reached 50 years of age. The habit you will acquire in saving for the flock will have its influence on your other business, and it may be that thus commencing at 12 with 12 chickens will be the grand circumstance that at 60 may place you where your competence and example will make your last day your best day and your children call you blessed.—I. K. Felch in Rural New Yorker.

Poultry Points.

For largest yields of eggs keep in moderate confinement, undisturbed by dogs, boys, etc., and add to the above ration lean meat, cut bone, grit, charcoal, crushed oyster shells, plenty of green feed, a little cayenne pepper, boiled beets and all table scraps that are not greasy or tainted.

Free range, plenty of shade and loose soil, good feed and clear water are the essentials in the growth of young chicks. Such treatment makes large, early matured and vigorous cockerels and causes pullets to begin laying at 4½ months.

Keep plenty of litter in your coops. Laying hens must be kept busy. Make them work for every mouthful.

Hang a fresh cabbage in each coop every day.

Clean drop boards every day and kerosene roosts, upper and under side, each week.

Feeding walnuts to hens will make an abundance of eggs, but scarcely marketable. It makes the hens so fat that the shells are scarcely thicker than tissue paper, and a portion would be broken in marketing.

It is generally believed that Chicago has stored fewer eggs this year than last, but the larger holdings east will doubtless bring the total fully up to last year's figures. The cost of storage accumulations has been lower than ever before since cold storage became very extensive. In general ... goods stand about 10 cents laid down at eastern points and 9 cents in Chicago, though some early contracts were made a little above these prices for eastern deliveries.

Care means a naturally warm house in winter and plenty of shade in sum

DIED

At Chatham, on the 15th inst., Catherine, widow of the late James Maher, aged 75 years.

Shipping News.

PORT OF CHATHAM

Entered Coastwise.

Nov. 11—Sch Grip, Ache, Tracadie, master, bal.
11—S. S. Forest Holme, Johnstone, Campbellton, J. B. Snowball, bal.
13—Sch Ada, Dignard, Tracadie, J. B. Snowball, lumber.
13—Sch Wild Brier C., Costain, Miminegash, master, produce.
15—Bge St. George, Lounier, Tracadie, J. B. Snowball, lumber.
15 Bge Monkland, Sonia, Tracadie, J: B. Snowball, lumber.
15 Sch Silvermoon, Dugay, Shippegan, W. S. Loggie Co., fish.
16—Sch Phantom, Breau, Buctouche, master, bal.
16—Sch Eddy, Malley, Charlottetown, master, produce.
16—Sch Gipsey, Boirou, Carraquet, W. S. Loggie Co., fish.
16—Sch Rina M., Shea, Miminegash, master, produce.
16—S. S. Douglas H. Thomas, Macomber, Louisburg, master, bal.
16—Bge Rembrandt, Hall, Louisburg, M. S. F. Co. coal.

Cleared for Sea.

Nov. 15—S. S. Coringa, 1392, Ellinsen, London, Dom. Pulp Co., ltd., wood pulp.

Cleared Coastwise

Nov. 9—Bge Grandee, Cook, Louisburg, master bal.
9—Sch Fisher, Chaisson, Shippegan, master, gen cargo.
9—Sch Three Brothers, Ache, Shippegan, master, gen cargo.
11—Sch Grip, Ache, Tracadie, master, lumber.
11—Marie Joseph, Dugay, Shippegan, master, gen cargo.
11—Sch Rosa, Ache, Shippegan, J. B. Snowball gen cargo.
11—Sch Levinia, McCarthy, Tignish, master, lumber.
13 Sch Ada, Dignard Tracadie, J. B. Snowball bal
13—Sch Maria Stella, Friotet, Caraquet, master gen cargo.
15—Sch Leo, Lantague, Caraquet, master gen cargo
15—Sch Bee, Noel, Shippegan, master gen cargo
15 Sch Phantom, Breau, Buctouche, master oysters.
16—Barge Rembrandt, Hall, Louis