General Business.

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OFFICE—OVER MACKENZIE'S MEDICAL HALL, CHATHAM, N. B.

GO TO PORTLAND, BOSTON, ETC.

VIA THE

Canada Eastern Railway and Fredericton.

Pullman Sleeper runs through from Fredericton Juncton to Boston.

PULP WOOD !

The DOMINION PULP CO'Y LTD. opposite Chatham, N. B. are now prepared to contract for their supply of Pulp Wood for next season. Also for CORD WOOD, nine feet lengths, delivered ON CARS at Chatham Station or BY SLED TO THEIR MILL during winter.

Particulars on application.

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PULP WOOD CONTRACTS !

The subscribers are now making their Contracts for the

Winter Season of 1900-1901

for Pulp Wood in large and small quantities, to be delivered by

RAILWAY, TEAMS OR WATER.

Particulars furnished on application, to

THE MARITIME SULPHITE FIBRE CO., LIMITED, CHATHAM, N. B.

INTERNATIONAL S. S. CO.

ONE TRIP A WEEK

For Boston.

$3 50. WINTER RATE. $3 50.

COMMENCING JAN. 3RD the Steamers of this Company will leave St. John for Eastport, Lubec, Portland and Boston every THURSDAY morning, at 7.30 standard.

Returning, leaves Boston every Monday morning at 8 15 o'clock.

Through Tickets on sale at all Railway Stations, and Baggage checked through.

Passengers arriving in St. John in the evening can go direct to the Steamer and take Cabin Berth or Stateroom for the trip.

For rates and information apply to nearest Ticket Agent.

WILLIAM G. LEE, Agent,
St. John, N. B

NOTICE.

By order of the Town Council of the Town of Chatham.

Public notice is hereby given that a bill will be presented for enactment at the next session of the Provincial Legislature to entitle the electors of the town to vote at civic elections, notwithstanding the non-payment of civic taxes assessed against them.

Also to provide that a discount of five per cent. shall be allowed to all persons on the amount of taxes assessed against them in the Town of Chatham, provided same is paid on or before the fifteenth day of July, and two and one half per cent. thereon if paid on or before the thirty-first day of August in each year; and that executions shall issue for all unpaid taxes on or before the 30th day of November in each year.

Also to provide for two ex-officio County Councillors, to be elected by the Town Council of the Town of Chatham each year from the members of the said Town Council.

Also to empower the Town Council of the Town of Chatham to enact bye-laws, rules, regulations and restrictions as to the materials to be used and the mode of constructing buildings to be built, or the repair or enlargement thereof, within certain limits in the said town to be defined by said bye-law, and to make such other bye-laws as may be deemed necessary or advisable to insure the efficient, safe and proper construction of said buildings.

Also to make a bye law to compel the repair or removal of any old or delapidated buildings, which from age, want of repair, or other causes may be deemed dangerous.

Also to legalize grants made by the Town Council of the Town of Chatham to the sufferers by the Hull fire, and to procure testimonials to the volunteers who returned from South Africa.

Also to extend the westerly limits of the Town of Chatham to the Harper Road or to apoint beyond the present westerly boundry, to the west of the site of the pulp works to be established at Clark's Cove.

Also to authorize the Town Council of the Town of Chatham to make a bye-law to compel any persons peddling on the streets of the town, or from house to house, to exhibit, on demand of any constable or peace officer, his or her license, on failing to do so to be liable to arrest without warrant for peddling without a license.

Also to authorize the Town Council of the Town of Chatham to issue bonds of the Town amounting to $15,000 as a bonus to a company establishing pulp works at Clark's Cove.

Dated Chatham, N. B., 11 February, 1901.

WARREN C. WINSLOW,
Solicitor.

Miramichi Advance.

CHATHAM, N. B., - FEBRUARY 21, 1901.

Carleton County By-Election.

As we predicted last week, Mr. Appleby, the candidate of the Local Government, has been returned by acclamation, Mr. G. W. White failing to face defeat. In referring to the series of uninterrupted victories to the credit of the government since Hon. Mr. Tweedie became premier, we omitted those in the vacancies immediately following Hon. Mr. Emmerson's retirement. In all, there have now been eight government candidates elected as supporters of the Tweedie government—a fact that abundantly demonstrates the people's confidence in it.

Our Proposed Water System.

A correspondent who has been watching the progress, or rather, the delays that have taken place in connection with Chatham's proposed water and sewerage system writes approvingly of the ADVANCE'S views of the subject, and says they are exactly those which are advanced in the theory of the Bacon Air Lift Company when making their examination here at the request of the former Mayor, Mr. Winslow. He says that the representative of that company went thoroughly over Mr. Coffin's report and the company gave it as their opinion that they considered it absurd to expend the amount of money called for in that report to obtain a supply of surface water which might, or might not, be sufficient to meet the town's requirements, and, evidently, Mr. Coffin had himself felt that there was some doubt as to the amount of water to be obtained, or he would not have suggested that the surface supply could be augmented by artesian wells.

The proposition of the Bacon Air Lift Company, which covered the expenditure of about one quarter the amount of money estimated by Mr. Coffin, gave not merely that company's opinion, but also a positive assurance that a supply of good artesian water could be obtained; and further than this, a guarantee to furnish the amount of water, or the town was to be under no expense for the trial to be made.

Now if, instead of doing nothing, the Mayor and Town Council had let the Bacon Air Lift Company make its experiment, they would, no doubt, have been much further ahead than they now are. If the company had been unsuccessful it would have cost the town nothing, and the practicability or impracticability of obtaining an artesian supply would have been demonstrated. We are informed that ex-Mayor Winslow, at the time mentioned, wrote to quite a number of parties for whom the Bacon Company had put in plants, he himself selecting the names from a lot submitted, and in every case the replies were satisfactory.

We do not know what the attitude of citizens generally is in this matter, but it ought to go without saying that if as good and reliable a supply of water as that proposed by Mr. Coffin can be obtained at a much lower cost, the least expensive system ought to be introduced—especially when the party proposing the latter asks nothing in case of failure, while the proposer of the high priced system takes no risk whatever.

No one will blame Mr. Coffin for inducing the town to enter upon any undertaking, however unnecessarily expensive it may be. It is his business to do that kind of thing. The more expensive the works, the greater the commission of the engineer in charge, and if those who have to find the money are satisfied, who is to complain? Men more experienced than our mayor and aldermen in dealing with such matters, might think it prudent, when so much money is involved, to ascertain whether quite as good a system and service as that proposed might not be obtained for less money. If it were a private undertaking no company or individual would place its interests blindly in the hands of any one man, however eminent he might be in his profession. If they did it would not be reasonable to expect either the most economical or efficient results for the money to be expended.

THE SPEAKERSHIP:—A Fredericton despatch of Tuesday to the Globe says: 'The government last evening is understood to have decided on the selection of Mr. George W. Allen, the new M. P. P. for York, as the government candidate for speaker in place of Hon. George F. Hill."

Contempt of Court.

Grippe was too much for even the Judges at Fredericton on Friday last. Judge Gregory adjourned the supreme court there on that day until the following Friday—tomorrow—in consequence of the illness of Chief Justice Tuck and Judges Barker and Hanington. At the same time, Judge Wilson, of the York County Court, was laid up with the same trouble.

The King's Anti-Catholic Oath.

LONDON, Feb. 15.—The Times in an editorial on the opening of parliament says:

"An act of parliament might be passed bringing the language of the oath into harmony with the amenities of modern life, without touching any point of constitutional policy or giving the slightest opening for any conceivable advances of Romanism to political power by the exercise of personal influence over the ruling sovereign.

Some thirty Roman Catholic peers signed and submitted to the lord chancellor a declaration that the expression used in the oath made it difficult for Roman Catholic peers to attend in the House of Lords to discharge their official or public duties; and it cannot but cause the deepest pain to millions of the subjects of His Majesty in all parts of the empire who are as loyal and devoted to his crown and person as any others in his dominion.

In the opinion of the Times the protest was neither unreasonable nor surprising.

Whipped and Whining.

The Pall Mall Gazette Magazine publishes an interview with Paul Kruger, ex-president of the Transvaal, of which the following is a part:—

"Will no one arbitrate? Will no one give us a chance of defending ourselves? We may have done wrongly. We have our faults and our weakness. We declared war, but our hands were forced, and we can prove it. Get some one to judge between England and ourselves.

"But the Lord will help us in the end. We shall win. I do not know how or when but we shall win at last."

Mr. Kruger says the Transvaal offered more reforms in one week than an older country would make in forty years, giving in on all points almost to the uttermost extent; but that the uttermost was seized upon as a stumbling block.

Referring to his reception in Europe, which has bitterly disappointed him, Mr. Kruger says:

"I care nothing for flowers; nothing, nothing. The people who send them mean well, and I am grateful; but I care nothing for them. What I want is a fair hearing. If they will only give us a fair hearing and justice, I ask for justice. We are a little flock, but we have made great steps."

When asked why he came to Europe, he said to the interviewer:

"I could not go out with the commandoes, as Mr. Steyn can. I am too old, but I may be of some use here."

Regarding Mrs. Kruger, he said:

"I am sorry for her, too. I have a deep sorrow for her, but I have far more for my country. My wife has her children. Six are still with her. They were left with her in her home. Two of my sons have died on the battlefield. Two were captured. I believe two more are dead also, as I have not heard from them for two months, and I know they were in the thick of the fight.

"Thirty one sons and grandsons I have in the field yet, but I could not go on commando. I have not heard from my wife for sixteen days, but she has six children with her and she is not to be pitied."

If the old pretender had been in anything approaching his arbitrating frame of mind two or less years ago, before he issued his insolent order to the British to practically get out of South Africa, he might have still been the ruler of a large part of that country. He had, however, made ample preparations for the war which he so eagerly entered up with the declaration that he was going to "stagger humanity," and having failed in his purpose, his whinings over the results of his folly are only calculated to inspire contempt for his character.

Parliaments Opened.

The Local Legislature of Nova Scotia opened last Thursday. For the first time in the history of the Province, the guard of honor consisted entirely of Canadians.

The first session of the Tenth Parliament of the Province of Quebec opened on Monday 11th. Owing to the indisposition of Lieutenant-Governor Jette, Sir Napoleon Casault acted in his stead and read the speech from the throne.

The first parliament of the reign of King Edward VII, was opened last Thursday by the King in person. His Majesty was accompanied by Queen Alexandra, the Duke of York and Cornwall, the Duke of Connaught, and many others of the Royal Family.

The King and Queen arrived at Westminster at 1 57. The arrival of their Majesties was greeted with an uproar of cheers, the ringing of church bells and the firing of a royal salute in St. James' Park.

On the arrival of the members of the House and Lords, the King took the oath and then read his speech. The assemblage stood while the speech was read. The King did not wear the crown.

In his speech the King said, amongst other things:—"I address you for the first time at a moment of national sorrow, while the whole country is mourning the irreparable loss which we so recently sustained and which has fallen with such peculiar severity upon myself. My mother, during her long and glorious reign, has set an example before the world of what a monarch should be. It is my earnest desire to walk in her footsteps.

"Amid this public and private grief it is satisfactory to me to be able to assure you that relations with the other powers continue friendly. The war in South Africa is not yet entirely terminated, but the capitals of the enemy and his principal lines of communication are in my possession, and measures have been taken which will, I trust, enable my troops to deal effectually with the forces by which they are still opposed.

"I greatly regret the loss of life and expenditure of treasure due to the fruitless guerilla warfare maintained by Boer partizans in the former territories of the two Republics."

His Majesty announced that the Duke of Cornwall and York will visit Australia and the Dominion of Canada.

London, Feb. 19.—The first division in the first parliament of King Edward VII which took place yesterday resulted in cutting down to 45 the government's normal majority of 130. The interest caused by this unexpected event was heightened by Mr. Winston Spencer Churchill's first speech at Westminster and by Mr. Chamberlain's heated defence of his own policy. The extraordinary slimness of the majority of this strongest British government of modern times was the result of Lord Cranborne's refusal to answer questions relating to the government's foreign policy without previous notice from the questioners. Mr. John Dillon availed the opportunity and in spite of an unusually large attendance, almost won a victory.

Mr. Churchill's speech came in reply to Mr. David Lloyd-Georges' criticism of the conduct of the South African war, in the course of which he had denounced the burning of farms and the keeping of Boer women and children in British laagers on reduced provisions. These charges created a general uproar and provoked an angry demand from Mr. Brodrick, secretary of state for war, that Mr. Lloyd-George should offer evidence to substantiate his assertions. Mr. Churchill caught the eye of the speaker and caustically rebuked Mr. Lloyd-George.

He then humorously and half seriously belittled the efforts of the pro-Boer members of the house in behalf of their friends. He maintained that the war in South Africa had been carried on with unusual humanity, and he closed with the declaration of his belief that at no distant date there would be an "anglicized, loyal, peaceful and prosperous Transvaal."

Sir Robert Reid, Radical, member for Dumfries Burghs, argued that all this could be accomplished without unnecessary severity and without witholding terms.

Mr. Chamberlain, springing to his feet, stigmatized the speech of Sir Robert Reid as "devoted to abuse of British officers and the policy of ministers and to praise of the enemies of Great Britain."

He denied that peace with honor was at any time possible before or after the fall of Pretoria. He said:

"The policy of Her Majesty's government has not varied. Before the invasion of Natal we would have accepted the most moderate concessions, but from the moment the invasion occurred and the Boers had fired the first shot the government determined that not one shred of the independence which the Boers had abused should ever again be conceded to them.

The Conservatives, cheering furiously, rose to their feet from the government benches at this assertion and made the chamber ring again and again and Mr. Chamberlain, the "head and shoulders of the war," as Mr. Dillon describes him, resumed his seat and the house adjourned.

Previous to Mr. Dillon's question of privilege and the taking up of the war amendments to the address in reply to the speech from the throne, the debate in the commons had been chiefly confined to China.

The King and the Canadians.

King Edward, accompanied by Queen Alexandra, inspected three hundred and fifty officers and men of Strathcona's Canadian Horse on Friday morning last at Buckingham Palace, London.

His Majesty presented the regiment with the King's colors and gave medals to the men. A detachment of Guards held the lawn of the west terrace and the Canadians were drawn up in front of the terrace. The company present included Lord Roberts in full uniform, Gen. Buller, the Duke of Connaught, Mr. Joseph Chamberlain, the secretary of state for the colonies, Lord Strathcona and Mount Royal, who organized Strathcona's Horse, and many army and court officials. The royal standard was hoisted over the palace as the King, wearing a field marshal's uniform, and the Queen in deep mourning, appeared on the terrace accompanied by the Duke and Duchess of Argyll.

Returning to the terrace the King handed a medal to Col. Steele. Then the men filed past the King. He presented each of them with a medal.

The King's colors were brought by an escort of Grenadier Guards to the foot of the steps and His Majesty presented them to the Canadian cavalrymen saying it had been the intention of his mother to present them to the regiment and that he now did so in her name and in his own.

Accompanied by the Duke and Duchess of Argyll, Prince Charles of Denmark and the Duke of Cambridge, His Majesty shook hands with Lord Roberts and Gen. Buller, and the band of the Coldstream Guards played "God Save the King."

Col. Samuel B. Steele, of Strathcona's Horse, was presented to King Edward, who proceeded to inspect the regiment.

The color was borne to the regiment, the band playing "God Save the King."

Afterwards the Canadians marched past and the King, accompanied by Lord Strathcona, advanced and addressed the troops as follows:

"Col. Steele, officers, non-commissioned officers and privates:

"I welcome you here to our shores on your return from active service in South Africa. I know it would have been the urgent wish of my beloved mother, our revered Queen, to welcome you. Alas! that was not to be, but be assured she deeply appreciated the services you have rendered, as I do. I feel sure that in entrusting the King's colors to you, Colonel Steele, and those under you, you will always defend them and do your duty as you have done during the past year in South Africa, and will do so on all future occasions. I am glad to know that Strathcona is here today, as it is owing to him that this magnificent force was equipped and sent out. I can only hope your short sojourn in England will be agreeable, and that you will return safely to your homes, friends and relations. Be assured that neither I nor the British nation will ever forget the valuable service you have rendered in South Africa."

Colonel Steele, thanking the King in behalf of the regiment, assured him that the people of Canada would always do as well as Strathcona's Horse, if not better, and added that they were "Always ready to defend the flag, the King, and the rights of the British empire."

After three cheers for the King, the officers were presented to His Majesty, who shook hands with and thanked each one of them.

News and Notes.

On the first day of the reign of King Edward VII., Marconi, accomplished the feat of sending wireless messages between St. Catherines, Isle of Wight, and The Lizard, 200 miles. Perfect communication between the two points has since been established.

The Dominion Senate stands adjourned until Wednesday, 6th March.

A vote of the people of Charlottetown, P. E. I., was taken on Wednesday, 13th inst., in the matter of abolishing the ward system and electing councillors by vote of the whole city, and the city ownership of a lighting plant. In each case the majority decided against any change being made.

The I. C. R.

The Intercolonial Railway returns for the year ending June 30th, 1900, show that the earnings amounted to $4,552,071, an increase of $813 704; the working expenses were $4,431,404 (including $164,694.47 rent paid for the extension into Montreal), being an increase in comparison with previous year (when $210,000 was paid for such rental) of $755,718; the excess of earnings over expenditure being $120,667, against an excess of expenditure over earnings in the previous year of $62 645.23.

The passenger traffic produced $1,404,469, or 30.85 per cent. of the gross earnings, an increase of $237,006. The freight traffic amounted to $2,912,790, or 63.99 per cent. of gross earnings, an increase of $564,693, and the earriage of mail and express freight produced $234,811.32, or 5.16 per cent. of the gross earnings, an increase of $12,029.62.

The gross earnings of all the government roads amounted to $4,774,161, showing an increase of $828,344 compared with the preceding year. The gross working expenses amounted to $4,665,228 an increase of $758 615. The net profit on the operations of the year was $108,937. The Intercolonial gave a profit of $120,667, the Windsor branch a profit of $34,459 and P. E. I. road a loss of $46 193. In addition to the sum of $1 459,000 paid to the Drummond County Railway there was an addition of $1,796.34 to capital account expenditure, making the total expenditure charged to capital on the whole road $80,341 425.

The number of passengers carried on the Intercolonial was 1,791,754, an increase of 188 659 over the previous year. The freight increased by 400,447 tons.

Much-needed Improvements in I. C. R. Freight Arrangements.

Halifax, Feb. 18—E. Tiffin, the new general traffic manager of the I. C. R. arrived in the city to-night from Sydney, accompanied by J. M. Lyons, general passenger agent. Mr. Tiffin has been making his first official tour of the road. In conversation with a reporter to-night he referred to the remarkable development at Sydney and the prospects for very largely increased traffic in that direction to expedite which every effort would be made.

At present a good deal of trouble is caused by congestion of freight brought about by the heavy run of ice in the Straits of Canso, which prevents the working of the ferry. When the new car ferry is in operation this trouble will be removed.

The road will be equipped with a heavier class of engines and the traffic will then be moved very much better.

"One of the most important of the immediate improvements in the service," he said, "will be the establishment of the fast freight from Montreal to Halifax, taking in St. John, Sydney, North Sydney and points on the eastern extension. The fast freight will be on the time table just the same as passenger trains. The run from Montreal to Halifax in winter will be made in 54 hours and in summer considerably shorter. The idea is to load as many cars for Halifax to be moved by one train from Montreal for Halifax, instead of by locals and specials, as at present. On that train will be placed cars for St. John, Sydney and other points east. The way freight will be loaded in one car and distributed by a way freight train between Moncton and Truro. In this way the least possible delay would follow."

A Calamity Averted.

A serious collision, which would undoubtedly have resulted in great loss of life, was narrowly averted on the I. C. R. about two miles from Petitcodiac on Friday afternoon about 5 o'clock. The trains concerned were the express from Montreal for Halifax and the express from Halifax to Montreal. Orders had been issued to the Halifax express to cross a freight train at a siding between Anagance and Petitcodiac and to cross the Atlantic at Petitcodiac, but through some mistake the Halifax express left Petitcodiac to cross the freight as ordered, and to cross the Atlantic express further west. Both trains were going on at a good rate of speed. On the straight stretch between Anagance and Petitcodiac the trains approached each other. Fortunately each was visible to the other, and the engineers were cool enough to act promptly. Brakes were reversed and trains brought to a stop within a very few yards of each other. The Halifax express was backed to Petitcodiac and sidetracked for the Montreal express to continue its trip. The passengers of the trains were greatly astonished when they learned of the danger that they had been in. What the result would have been if the same thing had happened on a curve or in less clear weather is horrible to think of. The blame for the occurrence is being put on various shoulders, but an official investigation is being held by Superintendent Jarvis when the matter will be thoroughly ventilated. Conductor Rainnie was in charge of the Halifax express, and Conductor Millican of the C. P. R. train.

Municipal Council.

Concluded from last week.]

C. J. Thomson said the Sec.-Treasurer had gone to Chatham to adjust the matter, and on returning said it was impossible to get anything done and that no settlement had been made.

Coun. Flett had been asked once by the Sec.-Treasurer, to go to Chatham, and had been subsequently notified that Mr. Thomson could not go on the day agreed upon.

Coun. Doyle moved to lay it over till next January. Carried.

Coun. Watt—I would like to be informed by the acting Secretary what rent Newcastle pays for the Engine House lot.

Mr. Thomson—No rent.

Newcastle parish officers were appointed on motion of Coun. Doyle.

Coun. Pond—I see no mention in the county accounts of any auctioneer fees. Have none been received?

Mr. Thomson—None.

Coun. Ryan—How much has been received as fees from peddlers?

Mr. Thomson—No licenses have been issued to peddlers.

Coun. Davidson submitted a petition from the Sec.-Treasurer, asking that his salary be increased from $600 to $800, and that it be paid monthly instead of quarterly.

Referred to Com. on Petitions.

Coun. Campbell, seconded by Coun. Watt, moved a resolution in favor of the Dominion Government acquiring the C. E. Railway. If the Government took over the road he felt that it would be a move in the best interests of the people along the line. New industries would spring up in the important section through which it runs. The Government would ballast the road and repair the bridges, and, by the way, without casting any reflections on the present management, would no doubt greatly improve the walking for a certain gentleman who has lately started to study Blackstone, and who sometimes takes a stroll over the line.

The resolution—In the opinion of this Council it is in the interests or this county for the Dominion Government to control the C. E. Railway—carried unanimously.

Coun. Swim moved the adoption of the report of the Com. on County Accounts.

Coun. Flett asked how they had arrived at the interest charge.

Coun. Watt—We checked the bank book and found that the interest charges tallied with the Sec.-Treasurer's account. We found that there was a balance against the county of $8000 at times, though there is a surplus in January. I don't think it right to be paying interest when there is money in the hands of collectors which should be in the hands of the Sec.-Treasurer. Some action should be taken to secure a better system.

Coun. Flett—The bank should give us credit for interest on balances on hand.

Auditor Williston—It has 66 cents.

The report was adopted.

Coun. Watt again moved his resolution authorizing the borrowing of $10,000.

Coun. Johnson wanted to know why the county should borrow from the banks when it was getting money every month.

Coun. Flett—I don't see why the county should want to borrow $10,000 when there is $4000 on hand.

Coun. Doyle—The Sec.-Treasurer will not borrow it if it is not needed.

The Warden said things were getting looser and looser every year. It was simply a shame to look at the defaulters' lists. Gentlemen were driving and walking around, looking like prosperous citizens and men of money, whose names were on the list of defaulters. Something should be done about it.

Coun. Savoy said in the interest of good collections, it was advisable that the lists be retained as long as possible. Then there would be fewer defaulters to report.

The resolution was lost.

Coun. Flett, from special committee, reported, recommending that the Sec. Treasurer receive $100 extra for 1901, and that the salary be paid monthly. Carried.

Coun. Flett moved that Inspector Menzies' salary be paid out of fines collected, and that there be no assessment this year for Scott Act purposes.

Coun. Doyle seconded the motion.

Coun. Pond—If no fines are collected where will the salary come from?

Coun. Flett—He is too well paid for all he does. If he were made to earn his salary he would attend to his duties better.

Coun. Connors moved in amendment that $250 be assessed for Scott Act purposes.

Coun. Doyle moved to amend by making it $100. Lost.

Coun. Connors' amendment carried.

Coun. Cameron, seconded by Coun. Ullock, moved that $20 extra be paid to Glenelg's assessors, to be assessed on the parish. Carried.

Coun. Connors moved that $130 be assessed on Chatham, $130 on Newcastle, and $65 on Blissfield, for pauper lunatics, and $6000 on the county for contingencies. Carried.

On motion of Coun. Savoy the Alnwick assessors were given $15 extra; on motion of Coun. Saunders, Nelson assessors $20 extra; on motion of Coun. Tozer, Southesk assessors $15 extra; on motion of Coun. Lewis, Hardwicke assessors $15 extra, to be assessed on the respective parishes.

Coun. Lounsbury thought an effort should be made, in view of what had been said, to improve the financial management of the county, and moved that a committee of three whose duty it would be to supervise the finances of the county, and who would have access at all times to all books and accounts in connection with such finances, to report at each meeting of Council.

This was carried and the following committee appointed—Lounsbury, Watt and Flett.

Coun. Watt moved that the Sec.-Treasurer be authorized to borrow under the Act of Assembly, $6000 for county purposes. Carried.

Coun. Davidson reported a new Barnaby River Boom by-law from the committee, and it passed.

Coun. Swim read the report of the County Board of Health, which was filed.

Coun. Doyle moved that Dr. McDonald be appointed to the vacant place on the board.

Coun. Watt said it was of no use to appoint doctors, as they wouldn't act. They were too busy when epidemics prevailed, to attend to anything but their patients.

Coun. Watt was appointed and the following were recommended to the board as auxiliary members—W. R. McClusky, John McColm, Coun. Anderson, Rev. Wm. Morrisey, John McCrae, Henry Fleiger (Hardwicke), Rev. J. D. Murray, David D. Buckley, Coun. Crocker, Geo. Burchill, jr., D. Schofield and Wm. Whyte.

Coun. Connors, from last year's committee to revise the by-laws, moved that the committee report next session. Carried.

On motion of Coun. Brophy $10 additional was voted to the Blackville assessors, to be a parish charge.

Coun. Johnson moved that the usual mileage and pay be given to Councillors. Carried.

Coun. Watt moved that the Finance Committee be the Public Wharf and Lands Committee. Carried.

Coun. Davidson was called to the chair, and Coun. Pond moved a vote of thanks to the Warden for the able, courteous and impartial manner in which he had presided.

Coun. Ryan, in seconding it, said the Warden was always in good humor and had been very patient though they had bothered him a good deal.

Coun. Watt said the Warden, with the help of a large fund of good humor and a good knowledge of Blackstone, had got through successfully.

Carried by acclamation.

The chairman, in tendering the vote, said, those who know you best, love you best.

Warden Kerr—Thanks. You're nearly correct. If he had said anything he should not have said it was not intentional. He had intended to do his duty, and though he was supposed to have studied Blackstone, he would have Bourinot right here, if he were going to take charge again. He had attended several sessions, and, realized that the position of a Chatham Councillor was one of great responsibility. Chatham pays one-third of the assessment, and is able to pay it. It was only natural that members who represent parishes that paid a very small percentage should, when Chatham, Newcastle and Nelson assented to an expenditure, not look into it very closely and think it necessary to make a noise about it. Councillors should be independent men. Bills come in from influential gentlemen, whose support is powerful at elections, and they should be treated with an eye solely to the public interests. He felt that there was something radically wrong in the county's system of bookkeeping. He could go into Chatham Town Treasurer's office, any day of the week, and learn from Mr. Johnson just what money there was to the credit or debt of any fund. But how many in the Council, except perhaps the County Accounts Committee, could tell how we stand? If there was a better system of bookkeeping he hoped it would be got. A book should be here in, Council, showing just how every fund stood. He closed by wishing all a happy New Year.

[It is fair to state that the Sec.-Treasurer has since shown the Warden's criticism to be entirely uncalled for and that the position of all the county funds can be ascertained at any time.—Ed. ADVANCE.]

On motion of Coun. Campbell a vote of thanks was tendered the official reporter, and acknowledged by Mr. Stewart.

On motion of Coun. Swim a vote of thanks was given to the auditor and acknowlgdged by Mr. Williston.

Coun. Connors, in moving a vote of thanks to the acting secretary, regretted the inability of Sec.-Treasurer Thomson to attend, expressed warm sympathy with him in his illness, and hoped he might soon regain his usual good health.

The vote was passed and Mr. C. J. Thomson respodded.

Adjourned sine die.

CANADA EASTERN RAILWAY.

WINTER 1900--1.

UNTIL further notice, trains will run on the above Railway, daily (Sundays excepted) as follow:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 00 a m	3 00 p m	Fredericton	1 00	4 20
6 10	3 03	Gibson	12 57	4 17
6 50	3 15	Marysville	12 45 p m	4 05
8 30	4 27	Cross Creek	11 30	2 00
10 00 ar / 0 25 lv	5 25	Boiestown	10 30 lv / 10 25 ar	12 35 p m
11 15	6 10 ar	Doaktown	9 35 lv	11 25
11 20	6 25 lv		9 ar	11 20
12 55 p m	7 25	Blackville	8 25	9 40
2 10	8 20 ar	Chatham Jct	7 25 lv	8 10
2 40	8 25 lv		6 55 ar	7 20
3 05	8 45	Nelson	6 35	7 00
3 40	9 05	Chatham	6 15	6 40
4 00 ar	9 20	Loggieville	5 50 a m	6 00 a m

Connecting with I. C. R.

GOING NORTH.

	Express.	Mixed
lv. Chatham,	9.30 p. m	1.20 p m.
Nelson	9 50 a m	1 40 "
Ar. Chatham Junc.,	10.10 "	2.00 "
Lv. " "	10.30 "	2.25 "
Nelson	10 50 "	2.45 "
Ar. Chatham,	11 10 "	3.05 "

GOING SOUTH.

	Express.	Mixed
Chatham,	5.50 a. m.	11.00 a. m.
Nelson	6.10 "	11.20 "
Ar. Chatham Junction,	6.30 "	11.40 "
Lv. " "	7.30 "	12.05 p. m.
Nelson	7.50 "	12.25 "
Ar. Chatham	8.10 "	12.45 "

The above Table is made up on Eastern standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations:—Derby Siding, Upper Nelson Boom, Chelmsford, Trey Rapids, Upper Blackville, Blissfield Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manuer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

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Executors Notice.

All persons having claims against the estate of the late Daniel Crimmen, deceased, are requested to file the same within three months and all persons indebted to the said Estate to make immediate payment.

JAMES F. CONNORS,
J. THOMAS B. KAIN, } Executors.

Dated Chatham, 8th January, 1901.

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