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### NOTICE.

am, N. B., April 22, 1899. WILLIAM RICHARDS

NOTICE 1899 That F. O. PETTERSON

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Quarter of a Century HE HAS BEEN DOING IN CHATHAM.

Always on hald a large stock of the most FASH-IONABLE CLOTHS and TRIMMINGS and a select stock of GENTS' FURNISHINGS.

#### MORTGAGEE'S SALE.

To the heirs and assigns of John Curran late of the Parish of Blackville in the County of Northumberland.

Notice is hereby given that under and by virtue of power of sale in a certain industry of mortgage.

one hundred acress more or less and abutted and bounded as follows: "Beginning at a marked hemiock tree standing in the northwesterly angle of the front half of lot number eighteen granted to Hugh McKonsle, thence running by the magnet south one degree, west sixty-one claims of four poles each, thence north eighty-nine degrees, west twury chains, thence north on degree east fifty chains, to the shore or bank of the river aforesaid and thence along the same down stream to the place of beginning."

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NOTICE TO ANGLERS.

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es may be made at special rates,

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Miramichi Advance.

OHATHAM, N. B., - - JUNE 8, 1899.

The Pilotage Difficulty.

We continue to publish the ADVANCE's special report of the proceedings and testimony of the enquiry into
the Miramichi pilotage difficulty, which
is being held by Cout Donales P. N.P. is being held by Capt. Douglas, R.N.R., who has been commissioned for the purpose. The enquiry is a tedious one spectively, are represented by able counsel, who do not seem disposed to curtail the proceedings or neglect the interests of their clients. We cannot help thinking, however, that the whole trouble could be amicably arranged if it were not for a disposition on both and the pilots and commissioners, re-Fredericton Business College spectively, are represented by able

it were not for a disposition on both sides not to, respectively, admit mistakes that in ve been made, and face the consequences man-fashion. Asto intrude to such an extent upon the sioners for so doing,
Mr. Tweedie: Where is the telegram you ground which should be occupied by mutual concession and acknowledgment of blunders, that the forbearance of those who are concerned only for the utes?

sonable frame of mind. Harm has yourselves. ing of last week. Politics, too has had an undue influence at Ottawa in the trouble. Locally, there has been "a hot time in the old town" over the who have refrained from expressing district of Miramichi shall not exceed twelve should be gone into. Finally, he asked witany partizen view, but shoped for a just settlement, have been well abused because they are ignorantly suspected of favoritism by resson of their retireturn to duty under favorable auspices. Then, those who have been most blatant in their partizanship will ing since? learn that their mischievous officiousness in attempting to inflame the al- Mr. Lawlor:—In what way were the be told about it? ready aggravated conditions will have had only a deterrent effect in the restoration of good feeling all round. And,

whole matter. A Questionable Transaction.

Notice is bereby given that under and by virtue of a proise of male in a certain indenture of mortgage to a proise of male in a certain indenture of mortgage to a proise of male in a certain indenture of mortgage to a proise of the meeting of the Town that although the Police and Appointment to Office Committee did not remember to the one part and some of the United States of America, of the other part and registered in volume 60, pages 47.

Some and 831 of the Northumberland County records, there will for the purpose of satisfying the mone secured by said nortgage be soid at public auction in front of the Registry Office, in the town notice and carried by an evidently certain members. It has been evident of the Scott Act as efficiently as last year's committee did, and that it has them. therefore, some ground for the assumption that the paralysing of the police ouncil's action of Monday evening.

At all events, the method adopted by the gentlemen who carried the natter through with such singular aste and disregard for the recognised witness as follows]:practice of civic bodies in such natters, will not increase the confidence of citizens in the Town Council.

The Pilotage Difficulty.

WEDNESDAY, MAY 31.

pilotage difficulty resumed its sitting on Wednesday morning 31st ult. at 10 o'clock, Capt. Bleomfield Douglas, R. N. R., presiding. Mr. Lawlor said that before opening regular proceedings he desired to direct attention to the very improper course of certain newspapers which were permitting their columns o be used for the purpose of circulating uncruthful statements, evidently for the purpose of prejudicing the public mind and eating a sentiment in favor of the pilots' side of the pending dispute. One of these statements was that pilot Savoy had been paid \$1,000 for taking certain steamers out of port, that he was assisting the new pilots and that he had enabled the latter to take teamers out by having them follow closely the outgoing steamer in which he was. As matter of fact some of the steamers going out at the time were five or six miles behind that which was being piloted by Savoy. He, Mr. Lawlor, was aware that Capt. Douglas

pilots. The course of the latter had been a noderate one and would compare favorably with that of the commission. Capt. Douglas intimated that with all

ecretary to the pilotage commissioners Snowball."

esumed his testimony, as follows: Angus McEachran was re-appointed license for 1899 was given to him until 15th May this year. Having received the resignations of the pilots and a telegram from their counsel, Mr. Tweedie, that they woul? 1896 not act, McEschran was appointed as a pilot 1897
Then, it was after the resignation of the 1898 pilots, that new pilots were appointed?

meeting a telegram received from Hon. Sir Martin.
Louis H. Davies, Minister of Marine and Pilot I

the pilots, as follows: —
Oltawa, May 25th, 1899

[To Mr. Tweedie: I replied that a meeting would be held to-morrow.] The secretary was, thereupon, ordered to

forward the following in reply :-

Read telegram of Major Gourdreau, Deputy Minister of Marine in re placing of Dominion Steamer, Curlew, at the disposal of the commissioners, and the secretary was instructed sumed individual infallibility appears to convey to him the thanks of the commis-

sent to Mr. Gourdreau ? Witness: It is here.

port's interests, is largely drawn upon Witness: We don't put all sorts of things back and elicit information in reference to

Witness: We don't put all sorts of things all matters, both before and since the presin the effort they are called upon to make to humor both sides into a rea
Mr. Tweedie: You should place them all have the full investigation which it was see any necessity for Capt. Douglas holding made with the minutes.

crease that number.

Moved by Allan Ritchie, seconded by E. Hutchison and carried; that on and from aware. this date licensed pilots shall not be percence. Of course, the whole trouble mitted to engage in any other occupation will soon pass away, and the pilots will than that of a regular pilot during the open master-in part.

> Commissioners adjourned. None.

regulations in reference to reports of vessels the Advance will then be remembered as the only paper which gave an unbiassed and truthful report of the whole matter.

The pilotage waters extend 30 or 40 miles.

Did the commissioners give you any reason for these instructions?

The pilotage waters extend 30 or 40 miles.

The pilotage waters extend 30 or 40 miles.

The pilotage waters extend 30 or 40 miles.

They gave me no reasons, and I obeyed

The removals in 1897 cost \$590; in 1898 reports? I said the steamer Mantinea had orders as far as I knew how. I told the arrived and gone to sea and, yet, I did not | pilot master nothing about the regulations. I known officially that she had been in port— told him they would have two pilots less. It will be seen by reference to the that I had to take the captains' statements eport of the meeting of the Town in reference to draft of water of vessels in

Witness next gave testimony in reference

to laying buoys in the Mıramichi.prearranged understanding between I had the contract heretofore, and it was renewed this year. The government agrees, that the Police Committee of this year in case of any difficulty, to point out where has failed to attend to the enforcement I shall place the buoys. I thought the pilots

ursued a singularly apathetic course [Here a dispute arose over a request of in regard to the thieving that has been going on in the town, and there is, therefore, some ground for the assump-

would not produce it.]

As a general thing, the receipts of the force has had a method in it, and was pilots for laying buoya, etc., go into their intended to pave the way for the general account. The reason is mainly because I advanced the money in the general payment before I received it myself from Ottawa.

The matter of the number of vessels enter ing the port for some years back, and the pilots' earnings, etc. was next elicited from

No. of pilots, 27
Gross earnings, including amount paid for laying buoys, \$11,452 71
Gross earnings per man, 431 58
Net do deducting sobr. expenses, etc 348 22 In reply to Mr. Tweedie, Col. Call said that Dudley Wells' earnings were included

The court of enquiry into the Miramichi in the foregoing \$11,452.71. No. of pilots, Gross earnings, Net do. per man, Witness said that in this year Geo. Tait

> allowed \$125.28. In addition to the \$351.10 per man the pilots were paid for laying the buoys \$350 and they had some other inci-No. of pilots, Gross earnings, Net do.

The amount paid for laying the this year is included in above. No. of pilots,

uld not control these papers, but he "Senator Snowball," was built, and a ray-

No. of pilots, Gross earnings, Net do. per man, In this year there was paid out of the deference to the press, its statements could gross earnings an allowance of \$127.54 to not in any way affect his report to the Min. | the widow of the late pilot Oliver Foster and

Pilot R. J. Walls was appointed harbor issued, are in Mr. Snowball's possession. Fisheries, relative to the difficulties with master and in consideration of his paying in 30% of his pay as such and acting as pilot master, he drew a full share of the pilotage although 20 persons would share in the since this investigation began.

earnings. The regular pilots worked up to the 27th

After some discussion, in which Mr. Mr. Tweedie: Why is it not on the min-

sent by or in behalf of the commissioners.]

Resolved, on motion of E. Hutchison,
seconded by W. B. Sawball, that the up to 1899 were, in part, those prior to 1894,
number, of pilots to be considered for the complaints have been few. In

unless it shall be proved necessary to in- ness whether the pilots were consulted in reference to the amended regulations of 1899?
Witness: They were not, so far as I am Then, you refused to tell them anything? day and brought others in without trouble. Then, outside of the commissioners and of

Did you not, a short time after the date

carried out in the early part of the season? that I could not tell them what changes They have not had time to get one. It is him from holding this investigation? No reports were made to me by the pilot had been made; that the commissioners necessary for the pilots to have more than toration of good feeling all round. And, the Advance will then be remembered the pilots' resignations were handed in to

Then, no information as to the regulations was given by you, as secretary, to the pilots

ment discussed in council, the proposito send them. I said some of them would after the opening of navigation and the the committee room, and as they rose to go Not from me. The first lot of started from Chatham on let May.

Since the organization of the pilots bave you kept a record of the complaints made against them? I have not but there were several con plaints made against them.

Have there not been very few investigations of complaints against pil its? [Objection and argument. Allowed ] Ans. : There have been complaints. The first since the appointment of the present commissioners was on 1st Sept. 1894 when

the Capt. of the Germanic complained of Francis Martin putting his vessel ashore. In consideration of his previous good record he was only fined ten dollars, as the mishap was attributed to an error in judgment. On the same day complaints were made against John Martin and George Sutton, pilots, for drunkeness. Martin was fined \$15 and Sutton \$5. Ou the 8th Nov. 1894 complaint wa

nade against John Martin grounding a ship. The commissioners decided that John Martin's license should be suspended. There were no complaints in 1895.

On 27th May, 1896, complaint was made against John Martin for grounding a ship. His license was suspended for one year. No complaints were made in 1897 or 1898. As far as I know, the pilots are a re spectable lot of men. My relations with them have been satisfactory. I have acted \$11,637 00 in favor of the pilots in the late difficulties was opposed to some of the regulation sec. 3 new regulations being passed. was away for a part of the time and he was Masters of vessels have complained that the pilots were slack about taking out sailing

There is no pilots' superannuation fund. but the pilots, themselves, pension off the old pilots. There are only two pilots over \$11,014 12 60 years of age; the others are comparatively young and have been pilots or apprentices since 1882. I do not know how the number of pilots can be reduced excepting by death, resignation or dismissal for misconduct.

Gross earnings,
Net do per man,
No. of pilots,
Gross earnings,
No. of pilots,
Gross earnings, \$13.022 25 The pilots who have resigned have Lot Solution to control these papers, but he hought it was his duty to direct attention to their misstatements.

Mr. Tweedie said the papers referred to Mr. Tweedie said there was any agreement to meet the commissioners at 4 p.m. at Chatham. Only 3 commissioners were present. The pilots commissioners were present. The pilots ers say.

Angus McEachran was re-appointed a each year since 1893, and the dates of lat pilot on May 15th. He is the oldest pilot arrivals and last sailings were as follows:

On the river, and was acting last year. No Date of Date o

ORDER IN COUNCIL.

Newcastle.—present, John C. Miller, E. a schooner for some time, has paid somethus bis on the fund and been drawing out
ball. Minutes of last meeting were read his share. No license was given to Angus

ORDER IN COUNCIL.

Mr. Sinclair.

Mr. Sinclair.

Miller, Ritchie and Sinclair.

Mr. Sinclair.

Miller, Ritchie and Sinclair.

Mr. Sinclair.

Miller, Ritchie and Sinclair.

Approve of the following amendment to the pilotage regulations for the District of Miranichi, Province

Geo. Savoy is now a licensed pilot. I have written out the licenses for Wilson | Who instructed John Rundle to call on and Nowlan. I do not know that these the pilots? money with the rest. Other pilots have latter applied for or promised to take a | I can't say. been likewise employed in outside work and license. The newly licensed pilots are dealt with similarly. For the actual pilot Angus McEachran, Michael J. Jimmo and notify the pilots? service there would be 17 pilots this year, Geo. Nowlan. No pilots have been licensed

[Telegram produced as follows :--] Newcastle, May 29th, 1899.

The regular pilots worked up to the 27th May this year, in some few instances, and although one of them took a vessel from Nelson to Chatham, he did not take her to sea.

When the resignation of the pilots was accepted, as already stated in evidence by witness, there were two barques, the Norman and the G. S. Penery ready for sea.

Adjourned until 2.15.

On reassembling in the afternoon Col. Call was cross-examined by Mr. Tweedie.

Do you think the pilots were consulted in reference to the regulations made in 1894?

When changes were made it was with the concurrence of all interested—the shipperr, commissioners and pilots.

Mr. Tweedie: We will now get back to the regulations before 1894. [Mr. Lawlor objects]

Atter some discussion, in which Mr.

In the regulations before 1894. [Mr. Lawlor objects]

Atter some discussion, in which Mr.

In the regulations discussion, in which Mr.

In the regulations before 1894. [Mr. Lawlor objects]

Atter some discussion, in which Mr.

matter and those, like the ADVANCE, number of pilots to be appointed for the and it was, therefore, right that the latter my opinion, vessels have been at times, Mr. Lawlor, on the ground that witness is ones, for they took out those steamers Sun- of censuring the commissioners.] although it is not difficult to navigate.

of the passing of the regulations, tell the too highly paid. When the Club was formcommissioners had said that nothing was to be kept up. There are only two boats in service now, and another to sell. I do not I told them a short time after 7th April know that the new pilots have any boat. brought to bear on Capt. Douglas to prevent The pilotage waters extend 30 or 40 miles. hold this investigation?

The removals in 1897 cost \$590; in 1898 ence by the commissioners in regard to the they cost \$649. Adjourned to meet at 11 a.m. Thursday

in Town Hall Cnatham. THURSDAY, JUNE 1st. On Thursday, June 1st, Capt. Douglas continued his court of enquiry, opening in the council chamber of the Town hall, Chatham. There were quite a large number of spectators present, including ten or more of was present? the regular pilots. Messre. Tweedie and endeavoring to arrange a settlement of the the other day, tell all about it, After about an hour Mr. Tweedie called the pilots who were in the body of the hall into the difficulty? thither they were loudly applauded by the heard you. spectators. Mr. Lawlor soon appeared and

which Capt. Douglas granted. Capt. Douglas was again present at 2.30. but nothing was done until 4.50, during whole of the regulations reseinded. which time the parties were deliberating in the library-room adjoining the council chamrepresentatives of the press that an endeavor | held? was being made to arrange a new system of remuneration for the pilots on a tonnage basis. At 4.50, by consent of counsel Capt. Douglas adjourned the enquiry until 11 a.m.

ested an adjournment until 2 30

on Friday. FRIDAY JUNE 2 On Friday, the experience was about the same as on Thursday, nothing practical being done, Capt. Douglas meantime holding his court patiently in readiness to go on or close should a basis of settlement of the difficulty be arrived at. Finally, late in the day, it being understood that there was a prospect of an amicable arrangement being arrived at by Monday, adjournment was had until that day at 11 o'clock a.m.

MONDAY, 5TH. The investigation was resumed at the Town Council Chamber by Capt. Douglas on Monday 5th. The hoped-for settlement not having been effected, the cross-examination of Col. Call was continued by Mr. Tweedie-

Witness: no meeting of the commissioners has been beld since this investigation commenced. Do you know anything of some of the old pilote desiring to come in again under the new arrangement? There were rumors to

that effect. I do not know, of my own knowledge, Allowed. that such was the case. your office in Newcastie?

13th May.

ule sha!l be granted.

Hosp, it was after the resignation of the Witness said that the number of pilots there for an hour or more.

Witness said that the number of pilots there for an hour or more.

Yes. [Witness proceeded to give testitating up the work in the season of 1899]

Hugh McLean was not, to my knowledge, to Chatham and to bring the books and to Christopher McLean appointed. mony from minutes of the commissioners' was 20, including Dudley P. Walls, who meetings — was 20, including Dudley P. Walls, who were an apprentice. I do not know that he pays into the fund \$300 and draws out his full share. He has been doing this for about tions (now amended) or that he or any of to meet with the pilots—that was about commissioners met in the Secretary's office ten years. Pilot Jimmo has been captain of the other new men were ever indentured. I 11.30 on a Saturday. I notified Messrs.

some men named in direct evidence, but not and left about 5.30. I had no personal communication with the pilots in reference to the meeting.

> Why was John Rundle called upon to I can't say.

Was he ever called upon to give such notices before? I can't say he was.

what the commissioners told me. As to the by the chairman of the commission when I statement in the telegram cent by the commissioners to Sir Louis Davies that eleven

Were any licenses signed by you and the pilots refused request of commissioners to take chairman of the commission without the vessels out I only know what the commissioners told me. I think the next statement ers being able to accomplish what was necout. essary to give Miramichi a good pilotage Were not licenses issued for men who did service is true, from what they told me, for not apply?

lished pilots back again. ledge as secretary and a former commissioner, for. These were for Geo. Savoy, John Bro. R. "I have come to say good-bye, without the old pilots, give a good and Nowian and Alexander Wilson. adequate service?

Not at once, but in time. The statement

"Have telegraphed Capt. Pratt to remain in Chatham for assistance of commissioners."

[After some talk, Col Call said he
would produce iter all official telegrams of therefore seem worth while to go back a good service. The pilots haven't sufficient if the pilots were weeded out there would be It has been said over and over again that

neglected. I think the new regulations only secretary and had no official say in the

I did not refuse. I told him—the pilot A few more buoys are needed in the river, your position as secretary, being experienced I do not consider that the pilots have been telegram accord with your views? [Objected] in these matters, do the statements in this Mr. Tweedie: Have you had any meeting since?

Mr. Tweedie: Have you had any meeting since?

Do you not know, outside of &s., that
worth about \$3,700 and these boats have to
the statements in this telegram are incorrect? I do not know that they are incorrect. Do you not know that pressure was

> I do not. Was he requested in your presence not t He was not.

Was any conversation held in your presdesirability of not holding this investigation? Certain'y there was not.

Do you know of any other steps being

taken after the meeting of 13th for the commissioners to meet the pilots? Only what the commissioners told me, and you won't let me tell that. Do you remember a meeting at which I

Yes, very well. It was on 19th May Lawlor, counsel for the pilots and commis- It was, I think, called to meet you. I was sioners respectively were understood to be so told. The minutes here, which I read on representations of the pulp companies to difficulty with a committee of the pilots. At that meeting was any desire evinced seemed to me that it hampered the trade of

> heard you. optional v
> Did they make any proposition looking to pilotage. I don't think so, after they got through, and you had said the pilots wanted the Was not the proposition made at that time that the new regulations should be

There was some such proposition. Did the conduct of the commissioners at jected to and not allowed. ] You have in your minutes the names of the men you agreed to appoint as new pilots. Please let me see them. [Book shown.]

Did John Jimmo apply for license?

Yes, after the investigation started. Did he get it? Did he come to Miramichi of his own ac At the request of the commissioners, I sent a telegram to him at Charlottetown. I think it was at Mr. Hutchison's request.

I think it was on 25th May. What inducements did you hold out to him to come? A license, to make him a pilot. He arived here about Tuesday 30th.

What prevented him getting a license? I told him he was too long getting here, I thought. He saw the commissioners, but I to help get the pilots and commissi don't know what they said to him. I know of no attempts to appoint any new pilots since the investigation began.

What do the old regulations require as qualification for a pilot? [Objected to as pilot, Mr. Hutchison and I had converthe old regulations and rules are in evidence.]

Witness reads from the regulations that Have you, since 13th May, ever held a a pilot is required to be a resident of the formal meeting of the commissioners and given the pilots notice to attend same at years of age; that he shall have continuously your office in Newcastie?

The pilots have not been notified to attend any meeting of the commissioners since the pilots go authority under a licensed he said he could not name a pilot for the lend any meeting of the commissioners since tend any meeting of the commissioners since pilot for a term not less than four years, three of which must be on board a licensed pilot In all other matances, since you have been boat, and the fourth year must accompany the

ORDER IN COUNCIL

and approved. The secretary read to the McEachran this year and none to Mitchell difficult to get examiners. The licenses for couldn't. We came to Chatham about 3 of New Brunswick and the same is hereby approved would forego that, and see what could be

pilots were appointed?

licenses. There is no record of any examination on fyle with me as secretary. I Hutchison or ourselves, came in or went out Then, from start to finish, do you know handed Hugh McLean and Michael Jimmo we would pay the difference of one third out that any steps were taken by the commissioners to have this difficulty settled with he pilots?

I can't tell you unless you let me tell you

The licenses were duly filled up and signed a pilot to bring the Dunmore Head to

There were not. They were all filled up in the telegram relating to the commission- and conspleted in my office before being sent

we expected to get the best of the old estab- There were licenses written and filled in by me and sent to commissioner Snowball for erts, what makes you look so sad this morn Could you, do you think, having know three men who had not applied to me there-

When were they issued? They were issued 25th May, I had no conversation with these men, or with any employment, what nonsense! I can get other of the old pilots save to say "good of work for a young man like you in this was not all the change in the regulations day," or something of that sort. I have no country."

day," or something of that sort. I have no record of the new pilots appointed having Bro. R. on the minutes and not call them out to suit understood Capt. Douglas was instructed to understood capt. been done by the expression of the partisent feeling, to which one of the counsel referred on Wednesday morn
work to do yourselves.

Think not. I never heard it spoken of the offer of a compromise from the commissioners.

Think not. I never heard it spoken of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners.

The partisent feeling, to which one of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the commissioners of the offer of a compromise from the offer of a morrow morning at 11 o'clock.] Enquiry adjourned until 2.30 p.m.

> On resssembling-WM. B. SNOWBALL,

was sworn and examined by Mr. Lawlor. Am a pilot commissioner; also general manager of Hon. J. B. Snowball's lumber were passed to make the pilots less lazy. In matter. Capt. Douglas says the opinion of and general business; was present at the meeting of the commissioners when the amended regulations were passed on 7th April.

rescinding the compulsory pilotage for removals of ships?

ship, and I thought it well to leave such moving optional with captains as to engag. ing pilut. for taking vessels to sea after Nov. 1st., I thought the old extra charge a relic of

date, so we abolished that extra. to sec. 3. I thought at the time that making | my departure in the meantime.' the pilotage one-third less for taking tugs would encourage pilots to sail vessels in, as that was the strong argument put forward. As to section 4. I thought the twelve hours' notice provided in the regulations was too short. It was difficult at times for yessels to find their loading berths and, steam-

ers, their consignees, within 12 hours; so we or the office of L. J. Tweedie. made it 24 hours. As to section 5, the argument was based on the part of the commissioners to settle the port for pilotage to be paid outwards compulsorily, when both tugs and barges I don't think there was-not after they paid pilotage in; it seemed fair to leave it optional with the captains as to outward

at reference to the exemption of coasting steamers—those going from upper province ports to P. E. I. etc.—we thought twas the control of the town and will be sold cheap and on read the companion of the town and will be sold cheap and on read the companion of the town and will be sold cheap and on read the companion of the town and will be sold cheap and on read the companion of the town and will be sold cheap and on read the companion of the coasting of the town and will be sold cheap and on read the coasting of the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the town and will be sold cheap and on read the coasting of the coasting of the town and will be sold cheap and on the coasting of the coast right to have it, in order to encourage such | Chatham. 12th April, 1898. vessels to call here. I understood, through Mr. Watt, that the pilots were willing to ber. Mr. Tweedie intimated to the waiting rescinded, meantime, and an investigation make it a foot rate instead of by tonnage, but that seemed excessive and calculated to

discourage trade. In our business we load 30 to 40 sail and that time meet with your approval? [Ob- steam vessels a season; own five tugs-all engaged on the river: two of them do ship How many pilots would you consider

sufficient to do the business of the port?

Twelve to fifteen would be ample. There were 27 pilots, I think, when I became ommissioner, and 23 last year. How scon after the passing of these regulations was it before you were aware that they were assented to at Ottawa?

You were laid up early in May, were you Yes, for a few days, What did you do for the purpose of reconciling the differences between the commissioners and pilots? I see there was a meeting on 13th May. I was laid up then and unable to attend

the meeting. I was not able to do anything together. Between the 13th and 24th, did you do anything to help settle the matter? The day the Mark Twain was ready for a sations with several of the pilots and tried to get them to name a man to take her out.

Did you see the pilot master? We went to the pilot office and were told Did he give you any reason?

He did, but 1 do not exactly remember

At a meeting, sometime about the 18th or 19th May, we met Mr. Tweedie at the secrewere not notified to attend any meeting in the secretary's office, Newcastle. I do not to the minister that the commissioners meet think the full body of commissioners have think the full body of commissioners have at Chatham for the convenience of the pilots, where the convenience of the pilots, at Chatham for the convenience of the pilots.

and established accordingly:

Notwithstanding any other existing provisions in the rules and regulations of the bilitage authority of said district may in their discretion grant to such person or persons as they may find competent a license or licenses for the said district. to sea. We also stated that the Norman and You say it was under this that the new next afternoon and asked them if they would look after those two. We stated to the pilots that we did not want to appoint I don't know. I was told to give them any new pilots, but desired them to do more vessels, consigned to ether Ma lawyer they would not make any settlement without consulting him, which they would do and advise us in the morning Our meeting lasted till 10 p.m.

## THAT BOOK AGENT.

[Continued on 3rd page.]

The Pastor. "Good morning, Bro. Rob-

Mr. Brown, for I am out of employs The Pastor. "Go back to England to get

Bro. R. "Well. I have hunted high and

book, for there is money in canvassing. Bro. R. "Do you think I would stoop to

book canvassing? The Pastor, (somewhat warmly.) "Stoop to canva-sing ! Better men than you have canvassed. I put myself through College with a book prospectus, and I know many canvassers. My youngest son is canvassing What induced you to favor the regulation duced a man who failed in business, to take up carvassing, and he made enough money to start business again. I gave the sam The water being deep in the harbor, and advice a a young mechanic, who was out of captains having expressed to me their ability Publisher. Why some of the biggest men positions having expressed to me the new position in history have been book agents! 'Stoop to sometimes 5 and 6 in number for the same canvas g'; you are very fortunate that write to the Bradley-Garretson Co., Limit ag pilot.

As to the section relating to extra pilotage ed, Toronto, Oat., for this firm publishes fast selling books, and I know many who

antiquity, which made it look as if we had Bro. R. "I am sorry for speaking as I no facilities for getting vessels out after that did, for was certainly wrong. I will write The Bradley-Garretson Company and see I had no very strong views either way as what they have to offer, and will postpone

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# CITATION.

gross earnings an allowance of \$127.54 to n. the wildow of the late pilot Oliver Foster and also a farther payment of \$513.30 on a Search of the present of the sale of the sale of the present of the sale of the present of the sale of the sale of the present of the

number 3, in reference to vessels towing.

We two—Mr. Hutchison and I—agreed we

(LS)

Co. Northumberland.

(Sgd) G. B. FRASER,

Registrar of Probate

Froctor for said County,

Petitioning Creditor,

and the one that seemed to our minds to be the one the pilots felt most keenly over was (L S)