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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.

To John M. Gallant of the Parish of Shippegan, in the County of Gloucester and Province of New Brunswick and all others whom it may concern.

Notice is hereby given that, under a power of sale contained in a certain indenture of Mortgage, bearing date the twelfth day of May, A. D. 1898 made between you the said John M. Gallant of the one part, and William S. Loggie, of Chatham, in the County of Northumberland and Province of New Brunswick, merchant, of the other part; registered in volume 39 of the Records of the County of Gloucester, on pages 51,52,53 and 54 and numbered 51 in said volume: There will in pursuance of the said power of sale and for the purpose of satisfying the moneys secured by the said Indenture of Mortgage, default having been made in payment thereof, be sold by Public Auction, in front of the Post Office, in the Town of Chatham, on Friday the fifteenth day of February next, at twelve o'clock noon, the following lands and premises in the said mortgage described:

"All that piece or parcel of land situate, lying "and being on the westerly side of Shippegan Harbor "and known as part of the lot of land on which "Peter DeGrace resides, being conveyed by him to "William Taylor by deed bearing date the thirteenth "day of April in the year of our Lord one thousand "eight hundred and sixty-seven, next conveyed by "William Taylor to Euthrope DeGrace, by deed "bearing date the tenth day of May in the year of "our Lord one thousand eight hundred and seventy-"two, next conveyed by Euthrope DeGrace to the "Reverend Joseph Trudel by deed bearing date the "twenty-seventh day of November in the year of "our Lord one thousand eight hundred and eighty-"three, next conveyed by the Reverend Joseph "Trudel to the said John M. Gallant by deed bear-"ing date the twenty-third day of September in the "year of our Lord one thousand eight hundred and "eighty-six, to wit: To commence at the upper or "westerly side of the highway, at the boundary or "division line between the said lot or piece of land, "and land owned and occupied by the family of the "late Augustine Robichaud, deceased, thence follow-"ing the said boundary or division line westerly "fifty yards, thence southerly on a course parallel "with the said highway sixty-nine yards on course "parallel with the said line aforesaid, thence easter-"ly to the highway, thence following the said high-"way northerly to the place of beginning; bounded "easterly by the said highway, in the rear by part "of said lot or tract of land, owned and occupied by "the said Peter DeGrace, and northerly by land "owned and occupied by the family of the late "Augustine Robichaud and containing whatever "quantity of land may be found by actual meas ure-"ment within the said boundaries."

Terms Cash.

Dated at Chatham N. B. this 14th November A.D. 1900.

W. S. LOGGIE, Mortgagee.

Miramichi Advance.

CHATHAM, N. B. - JANUARY 24, 1901.

Queen Victoria's Death.

In her eighty-second year, Queen Victoria, who reigned over the world's greatest Empire for nealy sixty-four years, is dead. The event seems like a personal loss to all her subjects. It would not be so were their thoughts of her connected only with the sovereignty of the nation, for while loyalty alone would prompt a willing and becoming respect in keeping with the occasion, it is the fact that she was not only the best of all the long line of Britain's rulers but also the embodiment of all womanly virtues, that causes universal sorrow that her reign is ended, and one of the noblest examples of womanhood of all the ages is now but an honored memory.

It is not within the scope of a merely local weekly, such as the ADVANCE is, to deal with the events which have moulded the destinies of the great powers of the world in the Victorian age, or to refer, even briefly, to the expansion, development and consolidation of the empire during the reign of the great Queen. It would be an ennobling task to do so, but three generations of her subjects have lived and played their parts in the affairs of life under her sway and those of them who survive do not need to be told of the unexampled and growing greatness of the realm, not only in territorial and commercial expansion, but as the greatest factor in the diffusion of christianity and civilization the world over. What they know of her life and its bearing upon all that has made for the true material and moral progress of her millions of subjects enables them to realise the loss that has come to them in her laying down the greatest of earthly crowns and sovereignties to enter into the joy of the faithful servants of the King of kings.

Her life, as the Queen of Britain, has been one of unexampled devotion to the duties of that exalted and responsible position. She has never faltered when a conscientious sense of what was the right thing to do required that she should even incur public odium. So great, however, has been the nation's confidence in the inspiration which ever seemed to guide her rightly, that adverse criticism died in the light of the rectitude of her purposes. With her, the practice of public and private virtue moulded a life that was a model equally for the most exalted and the lowly, and an example which promoted the moral well-being of not only her own subjects, but of all civilized humanity.

Queen Victoria's successor on the throne will naturally be influenced by the principles, incentives and precedents which guided her as the Sovereign of the most potent of earthly powers. This with the guarantees of the unwritten British constitution and with a Ministry as firmly seated as that of Lord Salisbury is—backed by the overwhelming endorsement of the people so recently given—will insure a practically undisturbed continuation of existing conditions in national affairs, both abroad and at home. Victoria's eldest son Albert Edward, Prince of Wales, under the title of Edward VII, becomes King of England, and while we mourn for the death of our late beloved Queen, we as sincerely say, "God save the King."

Last Thursday Her Majesty had a stroke of paralysis and was in a comotose condition until Tuesday evening when she passed from life painlessly and without a struggle. At her bedside when death came were the Prince and Princess of Wales and their son, the Duke of York, Princess Louise, Princess Battenburg, Princess Beatrice, Duke of Connaught, her grandson, King William of Germany and Prince Christian, besides her physicians, ladies of the court and some of her oldest attendants, including her faithful servant from India who always stood behind her chair when she was dining.

The privy council and parliament were at once summoned. At the Privy Council meeting the ministers have already attended and given up their seals of office to be re sworn, receive the proclamation of the new King, have the seals returned to them, pass votes of condolence and congratulation and then adjourn.

Maritime Governments' Conference.

On Wednesday and Thursday of last week there was an important conference held in the executive council chamber at Halifax between representatives of the governments of the maritime provinces. Premier Tweedie and Attorney-General Pugsley, of New Brunswick; Premier Murray and Attorney-General Longley of Nova Scotia and Premier Farquharson and Hon. B. Rogers of Prince Edward Island were the participants. The matters under consideration included several questions in which the three provinces have allied interests, but the most important subject discussed was the proposed Maritime School of Agriculture and Horticulture. At the outset of the negotiations between the three Governments a school of Technology was proposed, but that phase of the question was dropped and attention was given to the others, the result being a decision in favor of the establishment of a joint institution for the teaching of the sciences of Agriculture and Horticulture. It is understood that the necessary lands, buildings and equipment of the proposed college will be provided by the province of Nova Scotia and that New Brunswick's annual contribution to the institution will be about $4,000. This will make its advantages available to New Brunswick students on equal terms with those of Nova Scotia, which will also make equitable grants for maintenance. The location will be somewhere in the Annapolis valley, than which a more ideal country for the purpose cannot be found anywhere in America.

The subject of the fisheries of the provinces and their status under the decision of the law lords of the privy council of England in 1898, was also discussed and the policy of permitting them to be administered, as at present, by the Dominion for a further term of years, with compensation therefor to the respective provinces, was favored.

The prospect of one or more steel shipbuilding industries being established in the Maritime provinces and the encouragement to be given thereto by bonus or otherwise was discussed. It is probable that should the promoters decide to locate a plant at either St. John or some other point in New Brunswick our government would render assistance. It was thought that with the present developement of the iron industry at Sydney, and if the steel plates and other important structural material for ships could be produced as cheaply as stated by the promoters, there were prospects of shipbuilding plants being established in both provinces. Wooden shipbuilding, which gave much employment to hundreds of men in St. John, Miramichi and elsewhere a generation or more ago, is practically a thing of the past. The class of men who engaged in the industry have now to seek other avenues of employment, in either their own localities or elsewhere, and many of them are found abroad assisting in the wonderful developement that is taking place in the steel industry in the United States, which is becoming a formidable rival of the mother country. With the establishment of the Sydney works the opportunity for successfully competing with the best plants in either Europe or America is presented, and there is little doubt that within a reasonable time these advantages will attract the necessary capital, which, encouraged by the governments and localities to be benefitted, will bring back to both New Brunswick and Nova Scotia their former position amongst the world's great ship-producing centres.

Chatham's Proposed Water Supply.

No little interest is felt by citizens of Chatham in the evident intention of Chatham Town Council to, at last, address itself to the work of providing the Town with a water system. Its members apparently rely implicitly on what they assume that Mr. Freeman C. Coffin, C. E., of Boston, has exactly determined in reference to the sufficiency of the water supply in Morrison's Brook, and they seem to be prepared to enter upon the construction of works there which will involve a large expenditure, although persons who are not without some knowledge and experience in such matters, and whose opportunities for observation have been greater than Mr. Coffin's, believe that he has over-estimated the minimum flow of that little stream.

Mr. Coffin, when the works which he recommended as sufficient to supply the town's present needs are constructed and the water supply provided for in his estimate shall be found insufficient, will be able to point to his report and to his subsequent letters to show that he did not, after all, say that the town could obtain all the water it needed from the brook, for while he has led the Council to believe that there would be a sufficiency of water in it at its minimum flow, yet he recommended at the start two artesian wells and he has since intimated that more might be required.

It cannot be concealed that there is not that confidence in the minds of citizens in the sufficiency of Mr. Coffin's scheme, as far as it has been made known, which should exist when so large an undertaking, financially, is about to be entered upon. People are asking whether Mr. Coffin has placed in possession of the Council any proposition or plan for obtaining water in sufficient quantity from sources other than Morrison's Brook, in the event of it being found, when the works, as originally recommended by that gentleman, are constructed and paid for, that he has overestimated the brook supply?

It is evident that if the brook will not supply sufficient water it must be had by sinking artesian wells, unless very expensive auxiliary works at Nepan or elsewhere are contemplated. We know that Mr. Coffin has put in his preliminary estimates a sum to be expended in boring two artesian wells, but although he has caused the flow of the brook to be tested—which, he must know, can be relied on to furnish only a part of the water required—he does not seem to have taken any steps to ascertain the probable quantity of water that may be relied on as obtainable from artesian sources. We have no doubt that it will be found much greater than the supply from the brook during about five months of the year. It is a matter, however, which should be tested before the town enters upon the large contract for putting in the contemplated system. We are quite sure that, at least, half a dozen artesian wells will be required, in addition to the minimum flow of Morrison's Brook, to supply the town from the start, should householders generally take the water service, and ordinary business prudence ought to suggest to the Council that it is necessary, as an almost first move, to sink at least the two wells recommended and estimated for by Mr. Coffin. They may be found to exceed even the expectations of the most optimistic who are willing to take Mr. Coffin's view of the sufficiency of the brook alone, and we incline to the belief that they will go far in that direction, and as they will be an undoubted necessity to the proposed system, they cannot be undertaken too soon. To neglect the work of sinking them as preliminiary to and before making any contract would be censurably imprudent.

Bedford Basin Railway Accidents—The Last and First of Them

About midnight on Friday the C. P. R. Express from St. John to Halifax, which was about three hours late, running at top speed within two miles of the latter city met with a serious mishap. The Pullman and 1st and 2nd class cars jumped the track and there was a great smash up. The Pullman crashed into an embankment and the side was torn out of it, the glass and wood flying all over the terrified passengers. The first and second-class coaches, after leaving the rails, were dragged along for a distance of 300 yards, while the passengers inside were thrown promiscuously about. The engine and the mail and baggage cars held to the rails, and the passengers, 25 in number, were taken to the city. The accident happened in a very bad place, and if the cars had toppled over the other side of the track the passengers would have gone into Bedford Basin. Beyond a severe shaking up none of the passengers were injured. The cause of the accident is unknown.

It was within a few hundred yards of this spot that the first accident that happened on what is now the Intercolonial, but was then the Nova Scotia Railway, took place. The locality is known as Africville, and its people are negroes. At the time to which we refer the railway was built, or rather opened only as far as the Four Mile House, and a horse belonging to an old "darkey" named Bailey got on the track and derailed the engine—the "Mayflower"—although he lost his life in the encounter.

It was only a mile further on—on the Three Mile House curve, which has an embankment sloping down into Bedford Basin—that the first fatal accident took place. An engineer named Woodworth, who had superintended the construction of "Mayflower"—the first locomotive that ran on the road and the only one it then had—and accompanied it from Boston, where it was built, attempted to drive it around the curve on which ice had formed over the rails. The result was that the engine left the track and ran over the side of the embankment and went down it through the Basin ice, wheels upwards, carrying with it Woodworth and his fireman, both of whom were drowned. That was nearly half a century ago.

Game Licenses.

The total amount received from the sale of game licenses during the year just ended was $8,266.05, or an increase of $2,925 39 over 1899. In 1898 the receipts from this source amounted to $4,711.82 and last year they amounted to $5,340.66. The receipts for 1900 were the largest in the history of the province, and go to show that our great game reserves are now one of the chief sources of revenue. Surveyor General Dunn is certainly to be congratulated on the excellent showing made.—Fredericton Herald.

Government Baking Powder Tests.

The Royal Baking Powder is an old candidate for favor with the housekeepers of the Dominion. Its patrons will be pleased to know that the recent Government report giving the analyses of baking powders sold in the Dominion show the Royal to be the purest of cream of tartar powders, the most healthful in character, and of greatest leavening strength.

It is shown that the art in baking-powder making is to give a pure and healthful powder, of highest leavening power, which will keep indefinitely without losing its strength. These two qualifications—effective keeping and highest strength—it is impossible to combine in a powder except with the use of chemically pure ingredients. The report states that the only entirely cream of tartar powders which came up to this standard were the Royal and Cleveland's.

Acadiensis.

The foregoing is the title of a new and attractive quarterly, the first number of which we have just received from the publisher's hands. The selection of the title, as appears from an examination of the Salutatory article, is thus explained:

Acadia is a title now recognized by the scientific world as applying to the territory embraced within the area of the Maritime Provinces, including a small portion of the Province of Quebec and the State of Maine, immediately adjacent. This is precisely the ground we wish to cover. Any matters relating, in whole or in part, to this extent of territory, its people, its past history or future prospects; any literary, or other productions of the people who live within its borders, dealing with outside matters; or contributions from those residing abroad, and treating upon Acadian matters, will come within the scope of this magazine.

The object of the magizine appears to be mainly historical, but other topics of interest are dealt with.

Among the contributors we find the names of Rev. T. Watson Smith D. D, of Halifax, N. S.; Mr. Placide P. Gaudet, of Urbainville, P. E. I.; Mrs. Kate Gannet Wells, a member of the Board of Education of the State of Massachusetts, U. S. A.; and Dr. I. Allen Jack, of St. John, N. B., whose names are not unfamiliar to the literary coterie of the Maritime Provinces of Canada.

A portrait of the late J. W. Lawrence, of St. John, a picture of the "Last Moose in Vermont," "an object lesson to Acadians," and one or two other illustrations materially add to the attractive appearance of the publication.

The magazine is published under the auspices of the Acadian Society, including, among others, the names of William Bayard, Esq., M. D., Hon. J. Gordon Forbes, Rev. D. J Fraser, Rev. W. C. Gaynor, and Dr. A A. Stockton.

We wish the Acadian Society every success in their new enterprise, and trust that the magazine may long continue, to promote the interests of Acadia in particular, and Canada at large.

Subscription price $1.00 per annum. Mr. D. R. Jack, of St. John, N. B., Editor and publisher.

New Brunswick Coal Fields to be Developed.

[Telegraph.

The government has announced its intention of developing the coal fields of Queens-Sunbury counties. The coal district, covering an area of at least 40 square miles, is situated to the north of Grand Lake, extending from Newcastle river on the east to Little River on the west. The district has been superficially inspected, but not thorough ly developed. The mining in the past, in many instances, has been carried out in a very indifferent manner and frequently the Grand Lake coal is mixed with dirt and shale. In general the mining has been of the simplest kind, the farmer merely removing the surface earth of a few feet and taking out the coal. In some places tunnelling has been resorted to, but as a rule the mines, which are in many cases below the level of the lake, are invaded with water and, because of inadequate equipment with pumps, the operations are suspended.

The coal is largely near the surface and, apparently, has no great depth, as at over 250 feet the borings show an older formation than the carboniferous period. The most economical method of mining much of this coal would be the so-called long-wall system. The facilities for transportation are good, as in summer the coal can be shipped by water to St. John and Fredericton, and in winter to the former city by the Central railway. With good methods of mining and transportation it is believed that the coal can be delivered in this city at from $1 to $1.50 per ton.

The estimated quantity of coal in the district is placed at not less than 50,000,000 tons. From practical tests made by the various railways and by manufacturers it is found to be of excellent quality. The bad name which much of the coal has received was due to the lack of care in mining. From analysis the quality of the coal compares favorably with that of Nova Scotia. It sometimes contains a larger percentage of sulphur than Cape Breton coal, but this is due to the pyrites which is associated with it not being removed. This could easily be removed if the coal was picked and the percentage of ash and sulphur both reduced by washing. The analysis further shows that the coal is suitable for cooking purposes and would no doubt, properly handled, be utilized for that purpose.

The composition of the ash, which is low, is of such a nature that at the temperature of the furnace it does not yield a clinker, a feature which is of great value to all employing it where high temperatures are necessary. The coal at the surface is soft, but deeper it assumes a bright, compact character. The coal burns with very little smoke and gives a good flame. Now that the government intends to assist in the developement it is to be hoped that in the near future more coal will find its way from the coal fields of New Brunswick, which have been for such a long time lying practically dormant.

THREE PAPERS FOR $1.50.

"World Wide."

A WEEKLY REPRINT OF ARTICLES FROM LEADING JOURNALS AND REVIEWS REFLECTING THE CURRENT THOUGHT OF BOTH HEMISPHERES.

As many of the ablest writers are now engaged in journalism, much writing of the highest quality in matter and style is fugitive, seen only by the readers of each particular newspaper, and by them often lost before it is read. Much of such writing is only of local and very transient import, but much is of more permanent and world wide interest. It is proposed to fill the pages of WORLD WIDE with articles and extracts of this latter class, with occasional selections from notable books and scenes from striking stories. An effort will be made to select the articles each week so that due proportion will be given to the various fields of human interest—to the shifting scenes of the world's great drama, to letters and science and beautiful things.

It was at first intended to publish WORLD WIDE upon fine paper at a higher cost, but recalling the long list of elegant publications which in the past have been started in Canada, only to fail, and reflecting that good taste in literature does not always imply the means to pay for costly journals, and that people of taste can be relied upon to appreciate literary excellence on the plainest sheet, it has been decided to offer WORLD WIDE at the lowest possible price, in order to give all who desire good reading an equal opportunity.

Published weekly. Sixteen pages. Two cents.

75c. per annum, postpaid to any address in Canada or U. S.

25c. additional for delivery in Montreal or to foreign countries.

JOHN DOUGALL & SON, Publishers, Montreal, Canada.

The advantage of combining such publications as WORLD WIDE with the local country paper is obvious, for it places within the reach of subscribers not only the local news, but also a great range of general matter not otherwise available. The publisher of the ADVANCE having made arrangements with the management of WORLD WIDE and continued those with the FARM JOURNAL is able to furnish all three papers to ADVANCE subscribers for $1.50 a year. That is, they will receive THE ADVANCE, WORLD WIDE and FARM JOURNAL for $1.50. Subscribers who have already paid up for the ADVANCE and whose current subscriptions have at least nine months to run, will be placed on the list for all three papers on remitting 50c. to this office.

Municipal Council.

[Continued from last week.]

WEDNESDAY, JAN. 16.

The Warden presented the petition of Wm. Urquhart, Blackville, for the return of $3 taxes paid by him, as he did not come of age, as proved by his mother's sworn statement, till June 3, 1900.

Coun. Ryan took the objection that it should have been presented by the Councillors of Blackville.

Referred to Com. on Petitions.

Coun. Flett read a communication from the Chairman of the County Board of Health, (Dr. Wilson, asking that $600 be appropriated to pay the bills incurred by the board in respect to smallpox. Six cases had broken out at Rosebank, and two more cases had developed there Jan. 12th. Houses had been quarantined, guards placed on duty, and provisions supplied. The total expense, including fumigation and vaccination, was estimated at $600.

Coun. Watt said it was the duty of the Council to grant the money, but the board should have the bills passed by the Council and paid out of contingencies. He read the law, showing that County Councils are compelled to pay all properly certified bills incurred by Boards of Health. He explained, in reply to the Warden, that all bills had to be approved by the Provincial Board, and that the Premier had intimated that the Provincial Government might refund a certain amount of the expenditure.

Coun. Ryan agreed with Coun. Watt.

Coun. Flett had understood from Dr. Hayes that the bills would be brought in. The $600 was merely an approximation of what would be required to be in the Sec. Treasurer's hands for the payment of bills incurred in connection with the smallpox cases. He would see that the bills were brought in.

Coun. Connors moved that Coun. Flett be requested to get the County Board to submit bills that had been incurred.

Carried.

On motion of Coun. Campbell the following Ludlow returns passed—Richard Pond ($3.69 due com'r) Wm. A. Brown and Wm. R. McCluskey (no vouchers for money expended—vouchers to be filed next session). Highway com'rs; Geo. Neagles ($5.27 to be refunded to collector), col. rates; Geo. Neagles, col. road tax.

On motion of Coun. Ryan, Council adjourned till 2 o'clock.

AFTERNOON.

Coun. Saunders read the petition of Anthony Dempsey, Nelson, for the return of $2.25 taxes, as he had paid his taxes in two places.

Referred to Com. on Petitions.

Coun. Parker moved that the highway com'r for No. 2, Derby, be authorised to expend half of the road tax for that district in extending the sidewalk from Wilson's corner southward.

Coun. Connors said the Council had no authority to deal with the matter. The commissioner could expend the money as he pleased.

Coun. Parker said this had been done here before.

Coun. Pond—No harm will be done by approving of the proposed expenditure.

Coun. Ryan—If the Derby Councillors were willing others should not object.

Coun. Connors—I am not trying to interfere with the affairs of the parish of Derby. It is merely a question of law. The Councillors should appoint a commissioner who will expend the money as required.

Coun. Watt—We should not interfere at all in the matter.

Coun. Parker—Arrangements have already been made for the expenditure of the money on the sidewalk. A resolution such as this passed this Council last year.

Coun. Swim—The same thing was done in our parish last year. I spoke to the Sec. Treas. of our desire to expend the money on a sidewalk, and he advised me to get a resolution of this kind passed by the Council. There may be a question of the right of a commissioner to expend road taxes on a sidewalk.

The resolution was adopted.

On motion of Coun. Tozer road division No. 1, Southesk, was divided into two districts.

Coun. Flett said Mr. Burchill had asked him to have as few highway commissioners appointed as possible, as there was not much money to divide among them. Descriptions of the districts for which they were appointed were also wanted.

Couns. Pond, Saunders, Ryan, Watt, and Connors, discussed the matter, the latter showing that the law required the commissioners to furnish the Government with detailed descriptions of their districts.

Coun. Doyle presented the petition of John Gordon, Newcastle, for a reduction of taxation.

Referred to Com. on Petitions.

Coun. Lewis presented the petition of Kenneth McLennan, for reduction of taxes, saying his salary is $750, he pays an assistant $250, and he is taxed on $700 income and $100 personal.

Referred to Com. on Petitions.

On motion of Coun. Lewis the following Hardwicke returns passed—Pat'k Carroll, col. rates; J. B. Wilbison (no return from one roadmaster), Hugh McKay and Wm. Manual ($14.82 due com'r), highway com'rs; bill of John Mills, parish clerk, $6.

On motion of Coun. Saunders the following Nelson returns passed—Patrick Hughes (65 cents to be paid to his successor by com'r), Patrick Aylward, Wm. Fitzpatrick ($24 due com'r), Wm. Burns ($3.25 due com'r), and Alex. Harper (no vouchers for money expended), highway com'rs; Stephen Duthie and Lawrence Grennan ($4 due the county by the latter, col. rates, John Ratican, account for witness fees, $1.20.

On motion of Coun. Ullock the following Glenelg returns passed—Alex. Dick, John Kennedy, Ralph Soale, John C. Taylor and John Cook ($4 to be paid to James Cook for acting as com'r), highway com'rs; John Dunn, Thos Labey, and Hugh McDonald, col. rates.

On motion of Coun. Savoy the following Alnwick returns passed—Sam'l Martin, col, rates, default list of 1899; John Stymiest, col. road tax and col. rates, default list; Sam'l Martin, col. rates, $5 due collector; Sam'l Martin col. road tax, default list 1899; John Stymiest, John Legere (63c due the col'r), Jas. Mahoney, ($12.52 due from him to the county), col. rates; Isaiah Legere, dis. clerk, acc't. $4.

On motion of Coun. Flett adjourned till 10 a. m. tomorrow.

THURSDAY, JAN. 17:

On motion of Coun. Campbell the return of John McAleer, highway com'r, Ludlow, passed, and parish officers for Ludlow were appointed.

Coun. Flett reported from the Com. on Petitions, as follows:

1. That K. R. McLennan's petition is not sworn to, and Council has no authority to alter the assessment.

2. That the petition of Wm. Urquhart is not sworn to, and it be laid over till next year.

3. That the petition of Anthony Dempsey be granted.

4. That the petition for a grant for colors be laid over till next year on account of the large expenditure on almhouse and smallpox account.

Report adopted.

On motion of Coun. Swim the following Blissfield returns passed—Ronald Crocker, col. rates (2 70 due col.); Fred'k Morehouse, Mich'l Hannon ($3 due com'r), E. M. Bamford, Sam'l Holmes, highway com'rs.

On motion of Coun. Doyle the following Newcastle returns passed—Wm. Woods, Thos. Wallace, highway com'rs; R. T. D. Aitken ($12 to be paid to Sec. Treas.), John Sullivan ($1 due col.), Timothy Connolly ($4 due the col.), John Sullivan, default list, '99, John Sullivan, road tax, default list, '99, and Timothy Connolly, col. rates.

On motion of Coun. Bourke the following Derby returns passed—Jude Roche, col. rates; Abram Bourke ($5.48 due com'r) Ephraim LeBlanc ($3.09 due com'r) and Philip Cassie ($1.02 due com'r), highway com'r.

On motion of Coun. Lewis, David O. Savoy, col. rates, Hardwicke, was ordered to forthwith pay over to the Sec. Treas. $40.41, and Road Dev. No. 2 was divided.

On motion of Coun. Crocker the following Derby returns passed—John Russell, John A. Parks (no voucher for $4) and John Vanderbeck, highway com'rs; John Clouston ($8 43 due by col'r), col. rates.

On motion of Coun. Brophy the following Blackville returns passed—Peter Morin, Matthew Kehoe and Andrew Craig, col. rates; Bernard McCormack (no vouchers for some of the money expended), and Alex. Arbo (returns incomplete—$3 50 not expended), Peter Burns and Hugh Murray (not complete), highway com'rs; T. Ward Underhill, col. justice, and list of parish officers.

Coun. Chaisson presented a list of parish officers for Blackville. Passed.

Coun. Tozer moved that R. R. Call, John Morrissy and Coun. Flett, be Jail Committee. Carried.

Coun. Campbell reported from the Jail Visiting Committee as follows:

The committee appointed to visit the County Jail beg to report, that we have visited the jail and find but one prisoner confined therein, who on being questioned speaks highly of the treatment which he received at the hands of the jailer, Wm. Irving. We found everything neat and clean, the walls having recently been limed,

[Continued on 3rd page.]

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 05	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 / 10 25 lv	5 25	Boiestown	10 30 lv / 10 25 ar	12 35 pm
11 15	6 10 ar	Doaktown	9 35 lv	11 25
11 20	6 25 lv		9 30 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 30
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 50 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,	6,35 "	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, Grey Rapids, Upper Blackville, Blissfield Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Fennisc.

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.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

ROYAL BAKING POWDER
ABSOLUTELY PURE
Makes the food more delicious and wholesome
ROYAL BAKING POWDER CO., NEW YORK.

To Catch the Eye and the Mind at the Same time

is the art in advertising. This Ad. illustrates how true this saying is, especially to those wishing pleasant and profitable employment. "Canada's Sons on Kopje and Veldt," the only book dealing exclusively with the Canadian Contingents, is the book to handle. Official, Authentic, Cheap, sells on sight to everybody, and everybody can sell it. Capital or experience not necessary. Send for Free Outfit and make money.

THE BRADLEY-GARRETSON CO., LIMIED
BRANTFORD, ONT.

YOUR NEW YEARS OR ANY OTHER ENGAGEMENT.

You'll look your best for Christmas, New Years or any other holiday, in one of our dressy suits.

Not necessarily full dress—though of course that's desirable—but a fashionable suit of artistic effect.

We make fashionable garments for men who care to look just right.

Having been too busy to wish our patrons a Merry Xmas we now wish them a Happy New Year with all our heart, and would desire them to call for a Calender before the supply fails.

W. L. T. WELDON
MERCHANT TAILOR.

Xmas Vacation Will Begin Dec. 22.

Classes will re-open Jan. 2nd with increased accommodation, the largest attendance, the best facilities and brightest prospects we have ever had in our 33 years experience in college work. Come early to secure accomodation. Business and Shorthand Circulars sent to any address.

THE ST. JOHN Business College Oddfellows Hall.
S. KERR & SON.

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.

FARM HELP.

Anyone in need of Farm Help should apply to Hon. A. T. Dunn at St. John, as a number of young men who have lately arrived from Great Britain are seeking employment. Applicants should give class of help wanted and any particulars with regard to kind of work, wages given, period of employment to right man, etc.

Notice to Collectors of Rates, etc.

Collectors of Rates, and all persons having claims against the County, are hereby required to make their returns and render their accounts duly attested forthwith to this office.

SAM'L THOMPSON,
Sec'y Treas. Co. North.

Office of Secretary Treasurer, Newcastle, 17th Dec., 190

C. WARMUNDE
IS OFFERING
SPECIAL BARGAINS
—IN—
WATCHES, CLOCKS, JEWELLRY,
Silverware & Novelties,
All new goods. Give him a call
We are glad to welcome visitors, pleased to show our goods and ready to make close prices to all.
WARMUNDE, EXPERIENCED WATCHMAKER
Pallen Corner Chatham N. B.

WANTED.

Old Postage Stamps used between 1840 and 1870 worth most on envelopes. Also old Blue Dishes; old China, Brass Andirons, Candlesticks, Trays and Snuffers, and old Mahogany Furniture. Address

W. A. KAIN,
116 Germain Street,
St. John, N. B.

Annual Meeting.

The annual meeting of William Richards Company, Limited, will be held in the Company's office, Boiestown, N. B. on the twenty-eighth day of January next at two o'clock p. m.

Dated the twenty-eigth day of December, A.D. 1900.

B. W. McLELLAN, Solicitor. WILLIAM RICHARDS, President.

SALESMEN wanted to sell our goods by sample to wholesale and retail trade. We are the largest and only manufacturers in our line in the world. Liberal salary paid. Address, OANDEX Mfg. Co., Savannah, Ga.

Annual Meeting.

The adjourned Annual Meeting of Northumberland Agricultural Society, No. 9, will be held in the Canada House, Chatham, on Thursday, February 7 h at 2 30 o'clock p m.

The Board of Directors will meet at 11 o'clock a. m.

D. G. SMITH, Secretary. GEO. P. SEARLE, President.

Liberals, Attention!

A special meeting of the Northumberland Liberal Association will be held in the Temperance Hall, Newcastle, on Thursday, the 24th day of January next, at 2.30 o'clock p. m., for the transaction of such business as may come before it. Also for the election of officers. By order of the President.

ROBT. MURRAY,
Secretary to Northumberland Liberal Association.

Chatham, N. B, December 31st, 1900.

BUILDING STONE.

The subscriber is prepared to furnish stone for building and other purposes.

Apply to L. J. TWEEDIE

or the office of L. J. Tweedie.

Public Notice!

Owing to the prevalence of Small Pox throughout the province, we are instructed by the Secy. of the Provincial Board of Health to urge upon all unvaccinated persons within the health district of Chatham, the necessity for immediate vaccination; also that the public should take all precaution against contagion.

E. A. STRANG, Chairman, GEORGE WATT, Secretary,
Board of Health Town of Chatham

Chatham, 8 Jan., 1901.

NOTICE.

Extracts from Act of Assembly 60, Vict. A.