General Business.

CHRONIC HEADACHE.

The change in my Mother's condition marvellous.

Scott's Sarsaparilla is a Boon.

MONTREAL, August 20th, 1895.

GENTLEMEN:—There is such a change in my mother's health that I cannot restrain myself from writing you. She suffered for years past with a chronic headache, accompanied with a disordered stomach. She was weak and irritable, and we thought she was going into a decline. For three weeks she has been taking a course of Scott's Sarsaparilla, which was recommended to her by Mr. McGale, Druggist, Montreal. Her headache is now but a memory, her appetite is good, and she has gained five pounds in weight in twelve days. She is a different woman, and I feel that you, in God's hands, have been the means of restoring her to health. I shall always recommend Scott's Sarsaparilla to sufferers from head or digestive troubles. Thanking you again, I close,

Yours sincerely,
Hortense Gaviliere,

Scott's Sarsaparilla is a concentrated extract, pleasant to the taste, and is taken in small doses. It is the finest remedy for disorders of the stomach and liver, palpitation, scrofulous sores, eczema and skin diseases arising from impurities of the blood. It builds up the weak, the strong it maintains in health. $1 of all druggists.

For sale by CLIFFORD HICKEY, Chatham, N. B.

HOUSES TO RENT.

Part of the two story double house on Foundry Lane and part of the large two story house on Muirhead Street. For further information apply to JOHN FOTHERINGHAM.

Chatham Sept. 5, 1894

50 YEARS!

For the Last 50 Years Cough Medicines have been coming in and dying out, but during all this time.....

SHARP'S BALSAM OF HOREHOUND

Never Left the Front Rank for Curing Croup, Coughs and Colds. All Druggists and most Grocerymen sell it. 25 Cents a Bottle.

ARMSTRONG & CO., PROPRIETORS.

FURNACES FURNACES, WOOD OR COAL,

WHICH I CAN FURNISH AT

REASONABLE PRICES.

STOVES

COOKING, HALL AND PARLOR STOVES AT LOW PRICES!

PUMPS, PUMPS,

Sinks, Iron Pipe, Baths, Creamers the very best, also Japanned, stamped and plain tinware in endless variety, all of the best stock which I will sell low for cash

A. C. McLean Chatham.

WANTED.

A good man in your district to represent the "Fonthill Nurseries of Canada,"—over 700 acres. The largest in the Dominion. Position permanent. Salary or Commission to right man.

With the increasing demand for fruit, a position with us as salesman will pay you better than engaging in farm work. Send us your application and we will show you how to earn good money.

School Teachers! it's just the thing for you during the summer. Write for particulars.

STONE & WELLINGTON,
J. W. Beall Manager Montreal

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JULY, 1894.

The attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations, which reads as follows:—

"19 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 12 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited."

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced

D. J. TWEEDIE,
Surveyor General

WANTED.

Teachers, male or female, to begin work next term or particulars address

MARITIME TEACHERS' AGENCY
Fred W Sprague, Manager

NOTICE OF SALE.

To Philip Leonard of Chatham, in the County of Northumberland, and Province of New Brunswick, stevedore, and Catherine Leonard, his wife, and all others whom it may in anywise concern.

Notice is hereby given that under and by virtue of a power of sale contained in a certain indenture of mortgage, bearing date the TWENTY FIRST DAY OF JUNE in the year of our Lord one thousand eight hundred and seventy eight, and made between the said Philip Leonard and Catherine Leonard, his wife, of the first part and the undersigned, James Hickey of Chatham in the County of Northumberland aforesaid, Merchant, of the second part and registered in the Northumberland County Records, in volume 50 on pages 100, 101, and 102 and numbered 86 in said volume; there will for the purpose of satisfying the moneys secured by the said indenture, default having been made in the payment thereof contrary to the provisions of the said indenture, be sold at public auction in front of the post office in the Town of Chatham on SATURDAY THE THIRTIETH DAY OF NOVEMBER, NEXT at the hour of twelve o'clock noon, the lands and premises mentioned and described in said indenture of mortgage as follows:—

All that piece or parcel of land situate lying and being in the Parish of Chatham aforesaid and known as part of the lands formerly owned by Charles T. Carter and bounded as follows; namely, in front or South by the North side of Church Street and on the East by lands belonging to the estate of the late Reverend John McLurdy deceased, and on the West side by lands in the occupation of Stephen Jackson and on the rear or North by lands belonging to Richard Hocken—the said above conveyed and described piece being one hundred and fourteen feet more front to rear on the East side and one hundred and eight feet on the West side and is forty feet in width and was sold and conveyed to the said Philip Leonard by Richard Hocken by indenture bearing date the eighteenth day of June A. D., 1878 as by reference will more fully appear."

Together with all and singular the buildings and improvements thereon, and the privileges and appurtenances to the said premises belonging or in anywise appertaining

Dated this 6th day of August, A. D. 1895.

TWEEDIE & BENNETT, Solicitors for Mortgagee. JAMES HICKEY, Mortgagee.

MACKENZIE'S

QUININE WINE AND IRON,

THE BEST TONIC AND

BLOOD MAKER

50cT BOTTLES

WE GUARANTEE IT AT

Mackenzie's Medical Hall,

CHATHAM, N.B.

Miramichi Advance.

CHATHAM, N. B., - NOVEMBER 14, 1895.

Why Wharves and Salt Water?

Isn't it strange that the opportunity for constructing a reservoir of any size required for fire purposes on the face of the hill at the rear of Chatham, to be filled from the range of springs known to exist there, has been so long overlooked. Why pump salt water up from the river to a station on a wharf at a constant annual expense when fresh water may be had to run down hill to an engine or through pipes by gravitation and at no cost at all. By all means let us have some competent engineering advice on the subject.

Serious "Fun."

It may be "fun" for the boys who indulge in such pranks as those described by some of the witnesses at the police court the other day, for them to assault the Frenchmen in the "joe" boats, as the lads referred to did on halloween, but it is, nevertheless, very reprehensible conduct. Many of the people who come to Chatham in those boats do so only once a year, about the last of October. They have an idea that they are coming to the big town of the North Shore, and they naturally look for decent treatment. Those of us who have occasion to go amongst these people where they live find them civil, well behaved and respectful to strangers, but when they and their boats are pelted with missiles in a wanton and unprovoked way when they visit us, it is calculated to injure the reputation of the town, and suggest reprisals when town people visit those who may have reason to remember the "fun" the boys of Chatham have indulged in at their expense.

There are many ways in which boys may amuse themselves on halloween, without indulging in the criminal excesses, of which far too many Chatham lads were guilty on the night young Luke met his death, and any boy whose resources of mind are not sufficient to suggest, and whose tastes are not satisfied with harmless amusement, should be kept at home by his parents. We sincerely hope that the developments in connection with that fatal night may not be forgotten by Chatham parents, and that they will make it their business hereafter, as it is their duty, to know what their boys are doing and the company they are in when they are out at night.

It may not be amiss to remember, also, that it is generally the most reckless and, therefore, the most dangerous boy who sets the pace for his companions. Boys who would not, of themselves, think of doing wrong or illegal acts, are often implicated in their commission because some one of their number, worse than the rest, sets the example. As a rule, boys fear to do wrong much less than they do to appear cowardly, and it happens that there are some silly boys who think it brave and manly to indulge in such cowardly conduct as the coal and stone-pelting at the French boats on halloween undoubtedly was. If some of the boys on that night had only realised how meanly they were acting, and had told their companions that there were more manly and intelligent ways of having "fun," they would have shown true moral courage. As for the assault made on Joe Doherty, it appears to have been unprovoked. If he was the desperado some people represent him to be, none knew it better than his assailants, and it should have suggested to them the prudence of letting him alone. He, certainly, did not invite their interference with him in any way. On the contrary he asked them to let him alone, but they set upon him and baited him in a manner calculated to bring into action all the temper and desire for revenge of which he was capable. Their conduct was another example of their idea of having "fun." Their fun, all through, seems to have been of a kind which neither they nor their parents would wish to have provided for others at their expense, and let us hope that it is the last of the kind we shall ever hear of in Chatham.

St. John Letter.

TWO DEAD POETS—LUMBER—THE INTERNATIONAL LINE—POTATOES AND PRICES—BUSINESS ETC.

I am reminded to-day of two dead poets, one of whom is famous all over the world, for he wrote for thoughtful men and women of every nationality and creed; the memory of the other is preserved in the South because his genius was little inferior to that of the other and he distinguished himself in the war of the rebellion, fighting on the Confederate side. I have letters before me from both of these dead poets. The first is dated Oct. 24th, 1876 and is signed William Cullan Bryant, who was then 72 years old. I am reminded of him by the calm beauty of the day, the blue sky, the fleecy clouds, the gray fields and woods and the stillness which everywhere prevails, for it was Bryant who wrote:—

And now when comes the calm mild day, as still
such days will come,
To call the squirrel and the bee from out their winter home,
When the sound of dropping nuts is heard though all the trees are still,
And twinkle in the smoky light the waters of the rill,
The south wind searches for the flowers whose fragrance lies in wait for him,
And sighs to find them in the wood and by the stream no more.

Of All American poets Bryant was one of the most devoted students of nature and with his pen he was able to picture her in her various moods as no artist has ever succeeded in doing with his brush.

The other dead poet of whom I am reminded is Colonel Albert Pike of Mississippi. His letter is dated 1880, and he was then 51 years old. He comes into my thoughts because sometime in the fifties he wrote and published in the Knickerbocker Magazine a poem called "Every Year," from which I quote:—

To the past go more dead faces,
Every year:
As the years wane! more vacant places
Every year:
Everywhere their sad eyes meet us,
In the evening's dusk they greet us,
And to come to them entreat us,
Every year,

"You are growing old they tell us,
Every year:
"You are more alone they tell us,
Every year:
"You can gain no new affection,
You have only recollection,
Deeper sorrow and dejection,
Every year:"

Yes, the shores of life are shifting,
Every year:
And we are seaward drifting
Every year:
The pleasures, changing, fret us,
The living more forget us,
There are fewer to regret us
Every year.

These be sombre thoughts.

The water in the river is rising rapidly and the millmen are jubilant over the prospect that most of the logs that are hung up in the upper waters will be got out before the season closes.

It is likely that the steamer New Brunswick of the International line will soon be permanently withdrawn from these waters. She made her first trip from Portland to Eastport, "Cold Friday," February 9th 1861. She did very well in her day but is by no means up to there quirements of the present time. The new steamer of the line, the Saint Croix, will be placed on the route early in the spring. I observe that potatoes are selling on P. E. I. for 14 to 18 cents a bushel. I remember when those were about the average prices in the States fifty to one hundred miles from the large cities. This was before the country was carved by a network of railways and when the blight was unknown. Owing to the enormous crop they now bring a low price in Boston, about 35 cents a bushel for the best.

As the close of inland navigation approaches the wholesale business of the city is rushed to its utmost limit. The coasters come in loaded with produce and go away with heavy cargoes of all sorts of merchandise, and at the freight department of the railways the amount of goods handled is enormous. One of the younger members of the firm of George S. DeForest & Sons, is now on the North Shore pushing the sale of their famous 'Union Blend' and other teas, etc. They have built up by their energy and integrity a splendid trade all over the maritime provinces and may be reckoned among the largest and most progressive wholesale grocers in Canada.

EDWARD EDWARDS.

St. John, Nov. 12, 1895.

A Three-Hour Town-Meeting.

The Widening and Extension of Streets.

The Improvement of Chatham's Fire-Protection Service Discussed.

A public meeting was held in Masonic Hall, Chatham, on Tuesday evening, pursuant to a requisition of ratepayers presented to the Town Clerk, Mr. W. T. Connors, for the purpose of discussing the subject of the widening of St. John and Foundry streets, the extension of Wellington and St. John Streets and the proposed purchase of a new steam fire engine.

Mr. D. G. Smith was chosen chairman and briefly stated the object of the meeting, calling upon Mr. Lemuel Abbott of the Board of Street and Fire Commissioners to present the Board's views on the subjects to be considered.

MR. LEMUEL ABBOTT.

Mr. Abbott, after stating that he had never expected to address such a meeting from that platform, proceeded to explain the requirements of the law relating to highways as applied to the Board's action upon the petition of some fifty or sixty ratepayers of Chatham requesting that the streets referred to should be widened, extended etc. He showed that the Board had no option in the matter, but were bound to have a jury called, as required by the Act, to decide as to the necessity for the proposed street extension; and the jury having decided affirmatively on that point, they were by law required to assess the land damages involved, and having made their awards the Board were obliged to proceed as directed and required by the Act to pay such awards and open up the streets. He referred incidentally, to a mis-statement in the Chatham World respecting the Board signing the awards made and said they had never done so or been asked so to do.

He referred to the inadequacy of the present assessment for street purposes, which yielded only about $800 for actual street expenditure, and said it was not enough to keep the streets of the middle district alone in the condition they should be, to say nothing of the other two districts, which, of course, had their share of the meagre expenditure, and he said that under our system about one half of the money was wasted in repairing old sidewalks made out of faulty material.

It was, therefore, clear that as there was not enough money for the maintenance of the old streets, the expense of providing for the new ones must be met outside of the present assessment. The money must be borrowed, and it was thought advisable that in addition to borrowing enough to pay the land-damages a further sum to put those and some other streets of the town in order might be added. It was not the intention of the Board to finish the extensions all the way to John St. just now, but enough must be done to meet present requirements and it was to authorise some provision for securing the necessary funds that this meeting was called He had been told that there was to be a new board next year under the new councillors, and he hoped to be relieved of duty, for the position required much thought and labor, as those to be appointed would find.

In reference to the proposed purchase of a new steam fire engine, Mr. Abbott read a letter from Mr. S. H. White, president of the St. John Board of Fire underwriters, requiring that Chatham have a second steam fire engine and that the engines be provided with water-heaters so as to be quickly available for extinguishing fires. Mr. Abbott said the present engine is not in good condition and needed repairs, which could not be made until a second engine was procured.

The position of the present Board was that when it came into office five years ago it had to assume a note for $450 in one of the banks; it had expended $800 on a new boiler for the steam fire engine and made other repairs, amounting in all, to about $1000.

Mr. D. Crimmin: How much new hose did you get?

Mr. Abbott—About 800 feet. Five years ago the fire tanks were almost unfit for use. They had been very extensively repaired and several entirely new ones had been built. If as much is laid out on tanks next season as there was this, they will serve for 8 or 10 years without further expense, so that the prospect is that the same assessment as at present will serve to meet all the extra cost of the proposed new engine and the service connected with it, as well as that of the existing engine and town fire service. It had been said it would have been better to let Mr. Ronald bring his engine here and let the people see its working, and then call a public meeting for the ratepayers to determine whether they would authorise a purchase, but he could not agree to that; he agreed to bring his engine here and test it against all-comers and if it did not win in the majority of tests he would take it away—all at his own expense. Other parties interested in engines talked about guarantees, the best guarantee was to have the engines tested before the people, side by side; no other ought to be satisfactory and that was what the other engine men would not risk at their own expense, as Ronald would.

He thought any fair-minded man would say that the Board had acted judiciously and in the public interest. They had held 15 or 16 meetings a year—more than was required of them—and the business was properly attended to. The books of account were open for inspection and it would be seen by them that the work was well managed.

Mr. D. Crimmin: How does your expenditure compare with your assessment?

Mr. M. S. Hocken: We have a balance of $200 in our favor. [Applause.]

Mr. Abbott: It had been said by some persons that the Board had used the road money for fire purposes, but that was absolutely untrue. The contrary was the fact, for at times the fire money had been used for roads, but, in no case, had road money been taken for fire expenditure. This was sometimes rendered necessary by emergent cases, but the Board endeavored to keep the expenditure within each year's assessment and did not believe in leaving a debt one year for the next year's road commissioner to pay. [Applause.]

MR. WM. LAWLOR

of the Board (street commissioner) was next called upon by persons in the audience and said he did not propose to offer any remarks, as the new streets had been opened when he was away from the Town and others were better posted than he on the subject. Had he been in town it was probable matters in that regard would not have been different from their present position.

MR. ALEX. ROBINSON,

another member of the Board, being called upon for a speech, said he did not wish to occupy any of the time of the meeting just now. He thought it was for those opposed to the purchase of a new engine and the opening of the new streets to state their objections to the action of the Board in relation thereto, so that they could be answered. The Board was prepared to justify itself in its action.

MR. GEO. WATT

said the meeting was called at the instance of the Fire Board and it was for them to explain the reasons for the action they had taken and not for parties opposed to them to say anything until such explanations were made. There were good reasons why a new engine should not be purchased and it was for the Board to state reasons why such purchase should be made.

HON. J. B. SNOWBALL

said Mr. Abbott had put the matter very fully and fairly for the Board, but the insurance interest might well be heard from and he suggested that Mr. W. C. Winslow, who was largely identified with that interest address the meeting.

MR. W. C. WINSLOW

said, like the majority of those present he came to get information, not to speak. He understood the meeting was for the purpose of authorising the Board to raise money to meet the new liabilities imposed on the town by the opening of the new streets, etc. He thought that great improvements were involved in the undertakings of the Board in connection with these streets—the way to the hospital was made more accessible and in keeping with its requirements; access to the cathedral was facilitated, the value of the localities traversed by the extension and widening of Wellington and Church Streets was enhanced and everybody must approve of what had been done in that regard.

As to the proposed purchase of the new steam fire engine, it was a matter of surprise to him when he heard of it, for he did not know where they were going to put it. It seemed like buying a cow before having a barn for her. The late fire proved our want of more fire protection, but the ratepayers were interested in knowing whether there had been a proper enquiry as to prices, whether there had been any competition in that regard and whether the best arrangement from that standpoint had been made. Then, it was said both engines were to be placed in the lower part of the town. Was that a proper arrangement? He thought not. There was talk of a proposition in connection with the proposed new foundry of the Millers on the Ritchie wharf for a pumping engine to send water from the river through pipes to hydrants on the streets for fire purposes. He would like to hear the views of men having large interests such as Mr. W. S. Loggie, and Mr. Snowball with still larger interests.

Mr. Wm. Wyse:—What effect would a second engine etc., have on insurance; would it lower the rates 2 per cent?

Mr. Winslow: I can't say, as to that, but my opinion is that increased protection would lower the rates. [Applause.]

MR. M. S. HOCKEN,

member of the Board, next addressed the meeting. He began by saying he was sorry he was a member of the Board. He went at length into matters connected with the petition for widening and extending the streets and the duty thus imposed upon the Board, in which they had no option, but were obliged to raise $2,193 to pay the jury's award of land damages and they also required about $1,000 more to pay for the work necessary to put the new streets in something like order. It was, he said, the present intention to fully open the streets to Foundry street only.

[Mr. D. Crimmin here interrupted the speaker with some remarks about expenses connected with the Public Wharf litigation which had not yet been paid.]

Mr. Hocken continued, saying the question for the meeting was whether the ratepayers would agree for a bill to go before the legislature authorising the borrowing of the money necessary on bonds of the town at 5%. Insurance men, after the big fire, had told the members of the Board that unless the town had two engines rates would go up one or two per cent. and if so it would involve a cost to property holders of more than the taxation necessary to buy and maintain the proposed new engine, and a consideration of this ought to lead the ratepayers to consider the desirability of carrying out what the Board had done to meet the needs of the town in this regard. Mr. Hocken read an estimate of the expense to be incurred in maintaining the fire services on the basis of two engines, including $200 per year for interest and $160 a year for sinking fund on account of the new engine, showing that the whole annual charge would be $1,335. He pointed out that the expenses last year were $1,400, but that a great deal of money was spent in rebuilding tanks, which after next year would cost little or nothing for a number of years to come. He showed, as Mr. Abbott had done, that the present Board had in five years, paid of a debt of some $500 left to them by their predecessors, besides having a new boiler built for the steam fire engine and other repairs made at a cost of about $1,000, while they had on hand at the present time a balance of about $200, showing that they had managed the work under their control judiciously and economically as well as with efficiency. As to engine houses the Board thought they might buy the Flanagan property in the lower part of the town, which would make one good engine house where the new engine could be kept, and the other engine could meanwhile remain where it is, until the incoming board could arrange for a new engine house, the building at the Letson weigh scales being suggested as a suitable place. The two engine houses would involve an extra assessment of about $400 more than is now being paid and that would mean an addition of about seven cents a year each to the taxation of the ratepayers who are assessed on say $300.

Mr. Hocken further enlarged on the necessity of having a new and modern engine, the present one, though good, taking longer to get up steam than present-day engines required and a second engine being required so that repairs might be made to the other.

Mr. Wyse here wanted to know how one engineer could work two engines.

Mr. Hocken said if Mr. Wyse were on the next board he would find it necessary to take only one engine out to ordinary fires, the other being a reserve for emergencies.

Mr. Watt; Haven't the Board really purchased the second engine?

Mr. Hocken thought not. The engine had to stand certain tests and if the town didn't want it, it was to be taken back.

MR. LEMUEL ABBOTT

said the board could buy the engine, 1000 feet of hose, a heater, two hose reels and some other extras at $4000. They could be had on 30-year bonds at five per cent. and subject to renewal for 30 years longer. The cost to the town would be $200 a year. Mr Ronald had first wanted $4,700, but after a good deal of bargaining came down to $4000—the terms to be as stated. Where was the man who could get money for the board re-payable in sums of $300 or $400 a year? It was clear that it was best to bond the town in the matter and endorse the action of the Board, which had been taken in the public interest.

Mr. Watt: Do you think you have bought the engine?

Mr. Abbott: If Mr. Ronald brings the engine here and the test is satisfactory we are to purchase, but he must wait until we can legally bond the town.

Mr. D. T. Johnstone said Mr. W B Snowball had information which he thought it might be well for the meeting to hear, and there were calls for

MR. W. B. SNOWBALL,

who deprecated the idea that he had come to the meeting to make a speech. He proceeded to relate the details of the proceedings in connection with the widening and extension of the streets and dwelt on the fact that the Board had no option save to go on with the work when the proper proceedings had been taken by the ratepayers under the provisions of the Highway Act. The first difficulty encountered was in raising the money to pay land damages, which had to be paid before the people could be required to give up the land taken. The Board realised that $2,193, which was the amount of the land-damages, was too much to assess in one year on the ratepayers, in addition to the other taxes, and if they went to the banks to borrow the money they would have to pay, seven per cent., but Chatham being unincorporated could not do so without special legislation and no power now existed by which this money could be raised save on the individual security of members of the Board—a responsibility which they did not feel just called on assuming. They had a meeting with the new councillors to talk the matter over, but although it was a pleasant one enough, those gentlemen did not see their way clear to promise anything in behalf of the incoming Board. The present Board, however, had become responsible for some $1,300 in the matter and all wages, etc., in connection with the opening of the new streets were paid up to last Friday night. The Board realized that it was their duty to widen and extend those streets immediately after the fire, before people began to rebuild and thus make it more expensive to do it afterwards, and hence the necessity for borrowing the money. Having been obliged to incur this expense of $2,193 in consequence of the petition of the ratepayers and the action taken under the law on it, did the meeting think the Board would have been justified in letting these streets lie with nothing done on them to render them available for use? A number of men were thrown out of employment by the fire and the present was a much more advantageous time to have street work done than in the spring. He read a letter from a financial gentleman in St John in reply to an application made in behalf of the Board with the view of borrowing the money there for street work, showing that under existing legislation it could only be done on the individual security of all the members of the Board, and hedged with other conditions which made the responsibility too great for them to assume. It would, therefore, be necessary to seek legislation to provide for the issue of bonds to meet the cost already incurred, and the expense of work yet to be done.

In reference to the new steam fire engine he might say that in January last, when appointed, he felt that better fire appliances were needed in the town He had favored the idea of a piping system. An Ontario firm with which he had corresponded had expressed the opinion that the river water, being salt, would corrode and render iron pipes useless in five or six years; later the same firm wrote to say that from more recent information they were led to believe that cast iron piping would be good for from 20 to 25 years. The Board in view of the uncertainties expressed turned attention to a fresh water supply for the town with a view of having a service for both houses and fire purposes, but so far had made little progress. An insurance agent, after the late fire, had said that unless Chatham's fire appliances were improved some of the companies would withdraw from the town and on a visit to St. John, before that, the insurance people had complained of the great risk involved from fires in Chatham, because of its being a wooden town, in which there were great delays, especially in the deep snow, in getting the engine to a fire and on account of defects in our system.

When Mr. Ronald came here after the late fire, offering his engine he, Mr. S., had rather given him the cold shoulder, for he was in favor of the piping system. But when the Board discussed the matter they realised that action on their part was needed at once. Mr. Ronald's offer, as finally made, seemed fair and advantageous, although they had treated him cavilierly at first. He wanted $4,700 first, and the Board again met him and offered 4,200 in bonds at 4%, but he showed that his arrangement with the bank supplying money made 5% bonds necessary. He finally offered the engine, hose reels, heater, hose, etc for $4,000 on bonds at 5% and the Board closed with him on the conditions last stated by Mr. Abbott. An Amoskeag engine could be got for something less in the States, but the duties would bring it to about the cost of the Ronald, and the Board felt they should give the preference to the home-made machine, which was equal to the best in the world. A letter received a week ago from Mr. Roland stated the engine was about ready, having had added to it the improvements and extras suggested by Mr. Ruddock and he believed, when it came here, it would prove satisfactory. The Board did not anticipate opposition to their efforts to improve town matters under their control from any very large or influential body of the people, but as an expenditure of $7,000 or $8,000 was contemplated for the benefit of the whole town, they deemed it best to have this meeting, believing the ratepayers would appreciate what had been done in their behalf, and say that the Board had acted in the best interest of Chatham. [Applause.]

HON. L. J. TWEEDIE,

was next called upon to speak, and expressed himself as pleased with Mr. Snowball's explanations and proposals, with some of which he entirely agreed; in regard to others he would express his views later on. He explained the law relating to the opening of new streets showing that the Board were bound to take the action they did on the petition of ratepayers that had been presented to them and could not do otherwise under the law than raise the money to pay the awards of the jury called to assess the damages. Neither the Board nor the Town Councillors could do anything by which the town could escape its liability in connection with opening these streets. In relation to making the new roads, it was a matter for the municipal council to decide on the recommendation of the town councillors. The question was whether the meeting was in favor of what the Board had done. The Board was in a responsible position, acting for the people, and the people were not always just to men in such positions. Chatham is as large a place as Fredericton, and yet, look at the difference between the two places! Ought we not to have more pride in our town. Strangers visiting us admired our hospitality and went away praising it, but they could not praise the town. We are doing nothing to improve the appearance of Chatham, in order that we may save our boys from paying taxes by and bye. Improvements were needed not only in the West End but in other parts of the town and we need better streets for our children and ourselves to walk upon.

The question was, did the Board act wisely in doing what they did in the matter of these streets? He didn't think there was a man in the town who would find fault with what they did—not all of it legal perhaps, but yet in the best interests of the town. Former road commissioners allowed people to encroach upon the streets, to build as they liked and that was why we had such crooked and narrow streets as we have. It was just such a spirit that led someone to say now that we should not extend a street because it interfered with Dwyer's barn.

Mr. Tweedie proceeded to refer in detail to the improvements made by the new streets and said if a street was extended through to the new cemetery, he would give a right of way of 66 feet through the Lobban property. It was a cause of complaint that refuse deals had heretofore been used for sidewalks necessitating too frequent renewals and repairs, which wasted money. We should bond the town for a sum sufficient to put all our streets in good order. If we wait we'll all be dead before the improvement takes place and he did not want the hearse containing his remains hauled past the improvements just as they were begun, for he wanted to use them in his lifetime. He referred to the blocking of the opening of new roads by the late Geo. Kerr, instancing that at the rear of the Goggin property.

Mr. D. Crimmin: That can be opened now.

Mr. Tweedie: Yes, but what will it cost? It will cost much more than it would at that time and that is just the kind of thing that is ruining the town. This policy of wait and do nothing should be changed for one more in keeping with the times. There was not a man present who would not say Chatham was the worst looking town of its size in the province and it was time we did something in the way of a change. The town has been too much run by a few cranks, and that to its injury. The public interest, which should prevail, requires a change and as the Board of Street and Fire Commissioners were acting wisely in these street matters he had confidence in them and their policy and he thought they should be loyally sustained by the people.

In regard to the new engine, he was not sure the subject had been as well considered as its importance demanded. He didn't see how any lawyer could have advised the Board that they had power to purchase an engine in the way proposed. He would like to see a report on the subject of a water supply, etc., for town fire purposes by a competent engineer. He had heard that the Pulp Company would favorably consider a proposition to pump water into street mains for 15 years for fire purposes in return for further tax-exemption. There was also the idea of a pumping station. Then, the Board had not told us what Ronald would take in cash for his engine. Suppose we pay $3,000 prompt cash, instead of $4,000 in 30 years. We can get legislation and borrow the $3,000 at 5%—or at 4% and save $1,000. The question is has the best possible been done in the matter of the proposed new engine? Is it the best mode. Is it better than a pump at the proposed new Miller Foundry—

Mr. Abbott: Suppose the Foundry should take fire?

Mr. Tweedie: Suppose your engine house did? [laughter] I say we want more fire protection and better roads to haul our engines on and the Board should direct their attention to securing the very best possible arrangement when they are addressing themselves to the problem. It would be hard to haul a heavy engine through the snow

Mr. Robinson: The new one is 700 lbs. lighter than that we now have.

Mr. Winslow: What about the new engine houses?

Mr. Tweedie: We should have one on one of the wharves—the public wharf was a good site. He thought Ronald had come down here and rather taken advantage of the Board in the excitement of the late fire, to force the matter of his engine. He might take much less in cash than the $4,000.

Mr. W. B. Snowball said Mr. Ronald stated thas his offer was equal to cash and the best he could do.

Mr. Tweedie claimed that the people should fully endorse what the Board had done in the matter of the streets and that their successors should carry out their policy. The engine matter was, however, yet an open question. We should deal with the board in good faith as citizens. They were acting for us and for our best interests as they understood them and we should help them as far as possible, rather than to seek to find fault with their work.

Mr. Wyse:—Could the board legally abandon all assessment for the streets west of the Foundry Lane?

Mr. Tweedie:—They could not. The law makes it imperative for them to open up those streets as far as the jury approved of and awarded damages for them. If the Board did not open them the Supreme Court could be applied to and it would compel them to open them.

HON. J. B. SNOWBALL

was the next speaker. After referring to the increase of population and extension of the residential part of Chatham within his recollection, he regretted that its growth and improvement had been retarded because of the want of incorporation He said if we had had such meetings as this 25 or 30 years ago the town would have been incorporated. People from other places who knew Chatham in bygone times and now revisited it invariably remarked that they saw little improvement. He referred to Fredericton and Woodstock as examples of what incorporation and proper public spirit did for towns of Chatham's size and smaller, and proceeded to criticize the condition of our streets—such as the Station Road, Sawdust Hill, etc, as proof of the fact that the town and its interests were much neglected under our present system. The law fixed the width of the streets at not less than 66 feet and yet there was not a street in Chatham of that width. These narrow streets made the danger of fire spreading the greater. The first streets in the town to be properly laid out were those widened and extended by the Board after the fire and fires could be advantageously fought on such streets when they are built up. Were it not for the fact that Chatham men are equal to the best fire fighters in the world, the town would have been burned long ago. He was surprised to hear one objector ask if improved fire facilities would reduce insurance rates here 2 per cent. He the speaker had his residence insured for ½ per cent. How could that be reduced ½ per cent? It showed how absurd some people could be.

Mr. Wyse: I'll explain—

Mr. Snowball: You never could explain anything so as to gain the confidence of the town [applause.] This gentleman also desired to know what they wanted to go beyond Foundry Lane with the new streets for. Where were people to get building lots in that part of the town if they did not go in that direction? For himself he did not want more room, but others did. Buildings of a class much better than the former ones were already going up there, and he would say let us open new streets at both ends of the town—extend them to Black Brook if you will.

Mr. Wyse: Or up to the new cemetry.

Mr. Snowball: Never mind that—We'll get you there soon enough [laughter and applause.] He believed the town was in full sympathy with this street opening. For himself he was in full accord with it and thought this was the first Board that ever did its duty in such matters. He supposed that a tax of about 7 cents each a year on the ordinary taxpayers would cover the expense of opening these streets and yet Mr. Wyse objected to it.

Mr. Wyse here said he didn't.

Mr. Snowball proceeded to read the petition for the widening and opening of the streets, showing it was signed by more than 50 of the principal taxpayers as well as some of objectors, including Mr. Wyse, Mr Cunningham and others, and showed that the Board was obliged to open the streets under the law, for doing which he said they should be heartily commended.

He next referred at length to the need of improved fire facilities, to the gratuitous services his steam pumps on his tugs as well as that at his mill had rendered to the town and other places, saying he was glad he was in a position to render such services. He was besides the heaviest taxpayer in the town and while desirous of having his taxes kept as low as possible, had sufficient interest in the community to encourage any proper effort to improve its public services. Referring to the bargain in connection with the Ronald engine he pointed out that the $4,000 was not for the engine alone but for 1,000 ft. hose, 2 hose reels, a heater, etc, leaving the cost of the engine only $2,500. He dwelt on the fact that of the assessment for fire purposes men in the town paid one fifth of the whole, while twenty paid one quarter of it, so that when it came to the tax on the laboring men they would really pay only about three or four cents more towards the new engine and other improvements than they pay now for an inadequate service. He would like to say much more on this subject but as it was late and, believing the Board had done their duty as they should have done it, he moved the following resolution:—

That the ratepayers of the Town of Chatham, in public meeting assembled, do approve of the action of the Board of Street and Fire Commissioners of the said Town in extending Wellington Street, widening and extending Church Street and widening Johnston Street, so called.

Mr. W. S. Loggie seconded the resolution and said the fire had not cooled off before, on looking over the burnt district, he thought these streets should be widened and extended while it could be cheaply done. He suggested the matter to Mr. Snowball, who heartily agreed with him and the action was taken which resulted in the work being accomplished.

Mr. Loggie proceeded to refer to the question of needed improvement in our fire extinguishing facilities, pointing out that an engine or pumping station always ready for work in the shortest possible time should be located in the business center of the town, where valuable stocks of goods were kept. He could not say he agreed with all that had been said on the subject of the new fire engine; he thought we should have first had an engine house before getting the engine, or perhaps the pumping station idea was the better one. Could the engine not have been got to better advantage for cash and the town bonded for payment?

Mr. Cunningham spoke against the extension of the streets beyond Foundry Lane and thought the "fire board" had done more than they ought to do. Those 9 men he said had no right to go in debt for $4,000. He said the engine we have is never ready for a fire, instancing the Goggin fire, while at the time of the big fire last winter's runners had to be cut with an axe from under the hand engine. He favored street pipes and hydrants for fire purposes.

The resolution being put, it was carried almost unanimously, Mr. Cunningham's voice and another being the only ones heard in dissent.

Hon. Mr. Snowball then moved the following:—

Resolved—That the ratepayers of Chatham, in public meeting assembled, do approve of the promptness, with which the Board of Street and Fire Commissioners of the said Town has commenced and pushed forward the work of extending and widening Wellington Street, Church Street and Johnston Street, and that in the opinion of this meeting it is advisable for the said Board to continue the said work as long as the weather permits.

Mr. E. A. Strang seconded the resolution.

A discussion now arose, led by Mr. R. B. Adams, who claimed that there was attempted deception in some way in the resolution and he said to Mr. Snowball "you can't get a snap vote on the people of Chatham."

Mr. W. B. Snowball explained that further work was needed, such as the filling up of cellars, etc., and Hon. Mr. Snowball and Hon. Mr. Tweedie showed that the resolution spoke for itself and its wording contained nothing ambiguous or deceptive.

Mr Adams then went into the law bearing on the subject of the new streets as he understood it and warned those about him that they would have to pay about $3,400 taxes for streets next year.

Mr. Tweedie and Mr. Snowball reminded Mr. Adams that it was proposed to seek legislation authorising the issue of Town bonds instead of having the assessment made under the present law.

Mr. Adams again warned his friends against the resolution and told them to vote it down unless they wanted to pay $3,400 as street taxes next year.

Mr. Tweedie suggested to Mr. Adams that it might be well to ascertain whether this meeting desired to have the assessment referred to or legislation for the issue of bonds.

Mr. Snowball said he would withdraw his second resolution and to test the matter move the following:—

Resolved that the ratepayers of Chatham in public meeting assembled do authorise and empower the Board of Street and Fire Commissioners of the Town of Chatham to take steps to procure such legislation as may be necessary to effect an issue of bonds to the extent of ——repayable in 25 years, with interest at a rate not exceeding 5% per annum, to defray the expense incident to the opening and construction of new streets now being opened, extended and widened, and for such other work as may be deemed necessary, and that our representatives in the legislature be requested to promote such legislation as may be requisite to carry into effect the resolutions passed at this meeting.

Mr. Strang seconded this.

Mr. Wm. Kerr (councilor-elect) suggested that as it was now very late the meeting adjourn until next Wednesday night and then meet to finish the business.

Mr. Winslow: That's prayer-meeting night. [Laughter.]

Mr. Adams said he was in favor of Mr. Snowball's motion, but he favored adjournment.

Mr. Winslow said it might be well to advise Mr. Ronald to hold his engine, pending the action of the adjourned meeting. Meantime it would be well to consider the matter of getting engineers to give us some advice on piping the town. A vote of thanks was passed to the chairman and a motion to adjourn until Monday evening next at 8 o'clock was carried and the meeting dispersed at 11.15.

How to Fry with Cottolene

Fry everything from potato chips to doughnuts in Cottolene. Put Cottolene in a cold pan—heat it slowly until it will delicately brown a bit of bread in half a minute. Then put in your food. It will pay you to try Cottolene just this way—see how delicious and